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Hongkong Sunday Herald.

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HONG KONG, SUNDAY, FEBRUARY 9, 1930.

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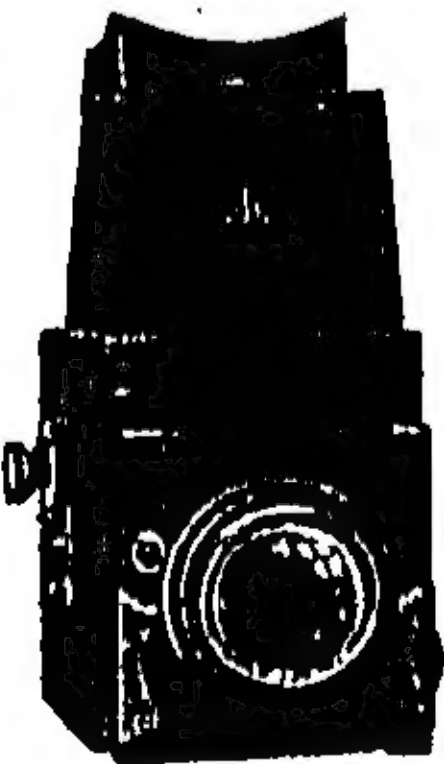
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ENGLISH & SCOTTISH LEAGUE RESULTS & TABLES UP TO DATE

[FROM OUR OWN CORRESPONDENT]

London, Last Night.

Interest in football to-day centred in a full programme of English and Scottish League matches. Results:—									
English League—Division I.					Division II.				
Arsenal	4	Everton	0	Blackpool	2	Barnsley	1	Bournemouth	1
Aston Villa	2	Bolton	0	Bradford C.	1	Preston	1	Brentford	0
Blackburn	5	Huddersfield	2	Derby	1	Sheff. Wed.	1	Brighton	0
Leeds U.	1	Leicester	0	Charlton	1	Millwall	1	Bristol R.	0
Liverpool	1	Manchester U.	1	Chelms	1	West Brom.	0	Bristol C.	0
Manchester C.	0	Manchester U.	1	Hull	4	Reading	2	Exeter	0
Middlesbrough	5	Birmingham	1	Nottingham	0	Tottenham	2	Gillingham	0
Newcastle	3	Sheff. Wed.	1	Oldham	3	Southampton	2	Luton	0
Portsmouth	3	Derby	1	Stoke	1	Nottingham	1	Northampton	0
Wednesday	4	Burnley	1	Swansea	1	Cardiff	0	Southend	1
West Ham	2	Grimsby	0	Wolves	1	Bristol C.	0	Swindon	1
Goals.					Goals.				
P. W. D. L. F. A. Pts.					P. W. D. L. F. A. Pts.				
Wednesday	27	17	8	4	22	31	40	Oldham	28
Nottingham	28	14	0	8	22	31	40	Blackpool	27
Derby	28	16	4	0	22	31	40	Chelms	28
Leeds	27	15	2	10	22	31	40	Bradford	28
Blackburn	29	13	5	11	22	31	40	Derby	28
Liverpool	28	12	6	10	22	31	40	Wolves	28
Aston Villa	28	13	4	11	22	31	40	Southampton	28
Huddersfield	28	12	5	11	22	31	40	West Brom.	28
Leicester	28	12	5	11	22	31	40	Charlton	28
Middlesbrough	28	12	5	11	22	31	40	Cardiff	28
Sheff. Wed.	28	12	4	12	22	31	40	Stoke	28
Portsmouth	28	10	8	10	22	31	40	Nottingham	28
Bolton	29	10	7	12	22	31	40	Hull	28
Burnley	29	10	7	12	22	31	40	Nottingham	28
Manchester U.	28	12	3	13	22	31	40	Tottenham	28
Arsenal	27	10	5	12	22	31	40	Preston N.E.	28
West Ham	29	10	5	14	22	31	40	Bradford C.	28
Birmingham	27	8	7	12	22	31	40	Millwall	28
Sunderland	27	8	7	12	22	31	40	Reading	28
Everton	29	7	9	13	22	31	40	Bristol C.	28
Grimsby	27	8	4	15	22	31	40	Barnsley	28
Newcastle	27	9	2	16	22	31	40	Swansea	28

EMPIRE AVIATION

Increase of Air Routes
This Year

LABOUR MINISTER'S FIGURES

Extensions to South Africa and
Australia

Rugby, Yesterday.

Lord Thomson, the Air Minister,
addressing the British Empire
League, mentioned the possibility
of the Imperial air line to India
being extended to Australia and
of a service from Egypt to South
Africa being opened this year.

He said that the air routes of
the British Empire in 1928
amounted to 11,000 miles and, in
1929, to 19,000 miles.

A reasonable expectation for
1930, Lord Thomson added, is an
increase to 35,000 miles, by the
extension to South Africa and
Australia.

The mileage in 1929 was:—
Miles.
Canada 6,500
Australia 5,500
South Africa 1,500
India 715
Great Britain 5,000

"Hot-house of War"

Lord Thomson also said that
the airship programme had been
well worth the money spent on
it and the two new airships had
given enough satisfaction to
justify reasonable optimism about
this form of transportation. It
was essentially veritable for pass-
ing over seas.

Air development, unlike develop-
ment of the Mercantile Marine,
had grown in the hot-house of the
War, which had forced it arti-
ficially and it had got to be
maintained artificially at
present unless the British
people were prepared to drop
out of the march of human pro-
gress.

Biggest Commercial Planes

The Handley-Page Aircraft
Factory is engaged on the build-
ing of eight 2,000 horse-power bi-
planes capable of carrying 40
passengers. These machines,
which will be the largest commer-
cial planes in existence, have
been ordered for the European
and Eastern services of Imperial
Airways.

The first is expected to take
the air about mid-summer. These
big craft will normally not be
housed in sheds. They are being
constructed to withstand, in the
open, all but extremely bad
weather conditions.—British Wire-
less Service.

CHIANG KAI-SHEK

Postponement of Visit
to South

WAR CLOUDS IN NORTH?

Chiang Kai-shek is not coming South
after all, it is stated. The opinions
expressed in the accompanying report
are those of a well-informed Chinese
correspondent and, as yet, remain to be
borne out.

Shanghai, Yesterday.

Owing to important military develop-
ments in North China, Marshal Chiang
Kai-shek's departure from Nanking
for Canton has been indefinitely pos-
tponed. His planned visit to Canton is
in connection with the settling of the
Kwangsi campaign and the rehabili-
tation of Fukien province.

However, the Northern situation is
again growing serious. Generals Han
Fu-chu and Shih Yu-shan's allegiance
to Nanking is alleged to be in doubt.
Mr. Shao Li-tz, Nanking's delegate
to Honan, on a mission of testing
their loyalty to Nanking in the event
of disagreement with Yen Hsi-shan, has
returned to Nanking. According to his
report to the Central Government, Han
Fu-chu's and Shih Yu-shan's attitude
towards the Central Government is ex-
tremely doubtful and their declarations
of support for Nanking are unreliable.

Yen Hsi-shan "Busy"

On receiving Mr. Shao's report, the
Central Government is reported to be
contemplating a punitive campaign
against them. Generals Kuo Chong-tung
and Chan Chi-chang have been ordered
to mobilize their respective forces in
readiness for action.

The military authorities at Haichow
are detaining canoes for transport of
soldiers.
Meanwhile Yen Hsi-shan, who is now
at Taiyuanfu, the capital of Shansi, is
reported to be engaged in unusual
activities. He has urgently summoned
General Hsu Yuan-hsiang (Chairman
of the Hopei Provincial Government)
and General Li Fu-yung (Chairman
of the Provincial Government of Suiyuan)
to Taiyuanfu in order to consult them
on "important business."

The Other Side

On the other hand, the Canton News
Agency, which supports the National
Government of China, reports on
affairs in North China and elsewhere
in a different light, as follows:—

Taiyuan, Yesterday.
General Yen Hsi-shan has sum-
moned General Shih Yu-shan, Hsu Yuan-
chuan, Wang Chin-yu and Ma Hsiung-
kuei to proceed to Shansi, in order to
discuss the defence of Honan and
Shantung.

Central Disbandment

Nanking, Yesterday.
According to report from military
circles at Nanking, the disbandment
of National troops will soon be continued,
with the establishment of seven dis-
bandment districts, as follows:—

1. The Central Disbandment dis-
trict, including Kiangsu, Chekiang,
Anhui, Kiangsi and Fokien, to be
under the direct control of the
Central Government.
2. The North-West Disbandment dis-

Things That Matter

To-day's Diary

Fifth Sunday after Epiphany.
Sailors and Soldiers' Home
Service "Mens-Bible Chorus,"
8 p.m.; Social Evening, 8.30 p.m.;
Evening—St. John's Cath-
edral, K.O.S.B. Band, 6 p.m.;
Tea Dance, Repulse Bay
Hotel, 4.30 p.m.
Queen's Theatre—"Alias
Jimmy Valentine."
Star Theatre—"Two Lovers."
World Theatre—"Sailor Made
Man" and "Black Jack."
Majestic Theatre—"The Gay
Old Bird."
Tides—High, 7.09 a.m. and
5.46 p.m.; Low, 1 a.m. and 10.33
a.m.

Sports

Golf—Captain's Cup and 2nd
round Junior Championship,
Fauling; Kowloon G.C.—
"Fear" Cup; Cricket: Combin-
ed League v. Combined Schools,
11 a.m.; Somerset Reg. Gym-
khana, Kwant.

Volunteer Corps
Scottish Co., Musketry,
Launce leaves Queen's Pier,
9 a.m. and Kowloon Police
Pier, 9.10 a.m.

Mails
To-morrow—Inward from
American ports (President
Lincoln); from Europe via
Negapatam (Kutsum);
To-morrow—Outward for
Shanghai and Europe via
Siberia (President Grants) 6
p.m.

The Weather

Local forecast for to-day: N.
winds, moderate to fresh; fine.
At 6.45 p.m. yesterday the
Royal Observatory reported:
The anti-cyclone remains
stationary over China. The de-
pression is moving northward
and is now central to the N.W.
of Oshima. Fresh monsoon
will continue along the S.E.
coast of China and over the N.
China Sea.

The Dollar

Yesterday's closing rate for
the dollar on demand was
1/6-3/10.

trict, including Sinkiang, Shansi,
Shensi, Kansu, Suiyuan and
Hopei, under General Yen Hsi-
shan.

3. The North-East Disbandment dis-
trict, including the Three Eastern
Provinces and Jehol, under Gen-
eral Chang Hsiang-shan.

4. The Honan-Shantung Disbandment
district, under General Chen Tiao-
yuan and Han Fu-kai jointly.

5. The Honan-Hupoh Disbandment
district, under General Ho Cheng-
chun.

6. The South-East Disbandment dis-
trict, including Kwangtung and
Kwangsi, under General Chan
Chai-long.

7. Yunnan, Kweichow and Szechuan
—is one Disbandment district.
The forces of the whole country will
be reduced to 60 divisions.

(Continued on Page 2)

KWANGSI CAMPAIGN

Successes for Cantonese
Loyalists

IRONSIDES' THRUST FAILS

Canton, Yesterday.

The capture of Tungyuan on the
Upper West River, about 30 miles
from Wuchow, having been confir-
med, General Chan Chai-long (Com-
mander-in-Chief) proceeded there
on February 6. The vanguards
under Brigadier-General Au Shou-
lin of the 60th Division are reported
to have arrived at the vicinity of
Pingnam, a town about 50 miles
above Tungyuan, leaving the defence
of the Yungku-Wuchow line to the
62nd Division.

As reported two days ago, the
62nd Division under General Heung
Hon-ping was to be despatched to
deal with the sudden thrust of the
Ironsides emerging from Shumchi
and crossing the provincial border
into the south-western section of
Kwangtung; but shortly after-
wards it was learned that the
rebels were found to
comprise bandits mostly and
consequently, instead of send-
ing the 62nd Division, the
forces under Colonels Chang Chi-
ying, Fan Tak-shing and Hsu Chan-
wan have been instructed to proceed
to this sector to wipe out the
bandits.

General Lui in Wuchow

General Lui Woon-yim, who was
yesterday reported to have gone to
Macao, appeared at Wuchow on
February 6 and interviewed General
Chan Chai-long on the same day.
General Lui will leave Wuchow for
the front on February 9 to direct
operations.

Help from Hunan

Repair work on the public high-
way between Doshing, Fongchuen
and Wuchow, indispensable in the
present drive against the Kwangsi
rebels, has been commenced by the
Fongchuen Magistrate on receipt of
an order by the Commander-in-
Chief, General Chan Chai-long. A
number of bridges for motor traffic
will be constructed. Both the
bridges and the highway are to be
completed as soon as possible.

General Ho Chien of Hunan has
notified his expeditionary forces
that, in compliance with the order
of President Chiang Kai-shek, they
are to capture Kweilin before
February 9.

Nanking, Yesterday.
General Ho Chien, Chairman of
Hunan, cabled to President Chiang
Kai-shek on February 6 that he
would proceed on February 8 to
Chungchow in Kwangsi, personally
to direct the campaign against the

"VICTORY CERTAIN"

Conservative Party and
Safeguarding

EMPIRE TRADE & PREFERENCE

Ex-Dominions Secretary's Speech
at Birmingham

Rugby, Yesterday.

Lt.-Col. L. C. M. S. Amery, M.P.,
who was Secretary for Dominions
and Colonies in the late Conserva-
tive administration, speaking at
Birmingham, referred to the
speech made by Mr. Stanley
Baldwin (the late Premier) out-
lining the future policy of the
Conservative Party.

He said that Mr. Baldwin had
given the Conservative Party, so
far as Safeguarding was con-
cerned, a clear and definite issue
on which they could fight with
certainty of victory. Safeguard-
ing was henceforward the main
constructive and fighting policy
of the Party in dealing with un-
employment insofar as it could be
dealt with in the Home market.
He wished Mr. Baldwin could have
insisted on demanding an equal-
ly free hand in the matter of Em-
pire Trade. If safeguarding of
the Home market was the most
urgent and the most immediately
effective measure for dealing with
unemployment, Empire Trade was
of even greater importance to em-
ployment of our growing popula-
tion.

The Faith in Him

The declaration of Mr. Baldwin
against what was called taxing
food did in effect, as interpreted
in a lavishly literal sense, pre-
clude all substantial advance in
Imperial Preference.

He could not accept, Lt.-Col.
Amery added, as meeting urgent-
ly the situation at Home and in
the Empire, or as corresponding
to the greatness of the goal be-
fore them, the flat negative pledge
of so sweeping and unqualified a
character as to deprive the Gov-
ernment beforehand of all free-
dom of action in endeavouring to
advance the welfare of our own
people or the strength and unity
of the Empire. He felt bound to
reserve his freedom to preach the
faith that was in him.—British
Wireless Service.

rebels. (Kwangsi-ites and Iron-
sides).

Shanghai, Yesterday.
Under orders of General Yin-
ching, a large quantity of ammu-
nition was transported on February 6
from Hankow to General Ho Chien
for his loyal Hunan troops against
Kwangsi.—Canton News Agency.

WHITEAWAYS

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Sailings from Macao: Daily at 8 a.m. & 2 p.m. (Sundays Excepted.)
(MONDAY, 10th February—Sailings at 8 a.m. from Hong Kong & 2 p.m. from Macao only.)

EXCURSIONS TO MACAO.

SUNDAY, 9th February.
S. S. "SUI TAI"

NOTE.—All Steamboat Company's steamers are fitted with wireless.

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HOME SPORT

FOOTBALL

Dixie Dean Under a Cloud
Dixie Dean, the Everton Football Club record goal-getter, is under a cloud, though not a very black one, it seems.

He has been reported to the Football Association for being concerned in the promotion of a six-a-side football competition, as far back as August. He is said to be at a loss to know what his offence is, and, while we do not claim to have a better knowledge of his affairs than he has himself, we cannot help thinking that he is to be questioned for staging a tournament during the "close" season.

It has been suggested that his crime is in organising a tournament with six-a-side teams, since the rules state that there shall be seven men to a team.

The competition was between schoolboys for a Northern charity, and perhaps the trouble is that a collection was taken during the match. Anyway, two of the boys who took part in it were subsequently barred from playing in a local cup match. Hence the inquiry.

CRICKET

Chapman on "Tests"
Mr. A. P. F. Chapman, who captained the last English Test team in Australia, has created something of a mild sensation by saying what a good many of us have been thinking for a long time past, namely, that "Test matches are extraordinarily unfriendly." He thought club cricket was definitely the backbone of the whole game; it was the cricket that counted and personally he would rather play club cricket than any other.

Somebody else said the other day that it does not matter if British players never win championships so long as they play the game and remember it was Britain that taught the world to play games and in the right spirit. That is largely true, but it is difficult when the hearts and minds of large sections of two great peoples are set upon winning the rubber in a series of Test matches to avoid an intensification of the "will to win" which must endanger the true sporting life of the game.

There have certainly been some lamentable exhibitions of the unfriendliness of which Mr. Chapman spoke, but I like to think that in this respect, as in some others, England has been more sinned against than sinning.

Fred Hulsh—60
Fred Hulsh, the former Kent county cricketer, was appointed secretary of the Sunbridge Park Golf Club on the eve of his sixtieth birthday.

There must be many to whom Hulsh's name brings back pleasant memories. Undoubtedly the most vivid memory of Fred is on that occasion when, playing for his county against Surrey, he caught one man out and stumped nine.

When the War came along, he retired from the game for good, but he left behind him a distinguished record. Over the period of nineteen years, during which he played for Kent, he captured 1,262 wickets, 906 by catches and 356 by stumping. Hulsh is an all-round sportsman and at soccer, strangely enough, he was a goal-keeper. He is fond of a round of golf, and, in addition he is no mean shot.

RACING

Grand National Entries
The entries for the Grand National about which there has been much discussion owing to the unwieldy size of last year's field, total 84, including 29 of last year's 66 runners.

All the first eight in last year's finish have been entered, also Kilbuck, the winner of the Indian Grand National, who has won a big chase in Ireland since returning.

There were 121 original entries last year.

ROWING

Major A. F. R. Wiggins who, it is understood, will assist in the coaching of the Oxford crew next term, is already getting busy. He went down to the bathhouse and took out Waterhouse, Johnston, Hutton and Dutton, for a good spell of instruction in the six pair. He also accompanied the president and the ex-president on horse back in the afternoon.

BILLIARDS

Professional Championship
Most people had hoped that the Professional Billiards Championship of 1930 would be more representative than it has been in former years; but it seems that we are to be denied this, with the array of talent we have in Britain at the moment, the least one could hope for would be that the top British players would enter.

It seemed highly probable that the two visitors, Lindrum and McConachy, would enter, because, although both are tied up by contracts to play on one particular make of table, and although they would probably both want to be back home for the opening of their own seasons, British titles seem to have a great attraction all over the world.

Why does America not send a representative over here to attempt to walk off with the title? We are not anxious to lose it. In fact, many people think that America already has the entrée to too many of our championships. British golf and lawn tennis titles are already over there, which is, perhaps, a painful thought. The reason probably is that billiards, as played in America, differs in vital respects from ours. The continental style, in which the table is devoid of pockets and in which all the scoring is done by cannons, is the more popular there.

It seems to me that this is going to influence our game so much that we will follow suit.

No Contenders?

If no more enthusiasm is shown than there is now, the time may come when there will be no contenders for the British professional title.

Willie Smith, at whose expense Walter Lindrum is making the world sit up and take notice, won the championship in 1923 and since then it has been divided between Tow Newman and Joe Davis. Smith will not enter again, for reasons best known to himself. Certainly the reasons he gives are not very convincing. And Davis and Newman will not go on forever fighting the issue between them.

Furthermore, the younger players will tire of a yearly battle between these two, and the competition will fall even flatter. Surely, the obvious way out is to switch over to the continental style and throw the entry open to any who like to try their luck.

With such a scheme, we should have contenders from France, Switzerland, in fact from all over the continent, and also from America, and then, with the title threatening to leave the country, we should see a real revival in British billiards.

MOTOR RACING

Kaye Don to Ride in Britain
Kaye Don, the famous racing motorist, visited Wales with other motor experts, to inspect the beach course at Pendine Sands, on the coast of Carmarthenshire.

The reason has not been definitely stated, but it is thought in well-informed circles that he has gone there with a view to making that the scene of his attempt next year, on the world speed record set up by Sir Henry Segrave, as yet better known as Major Segrave.

It is sincerely hoped that the inspection proved satisfactory, because, if so, there will be no need to travel to Daytona Beach, Florida, as he had intended.

After the experts have expressed their opinion, only the sanction of the Automobile Association to hold the trial there will be necessary.

The Pendine Test
Pendine sands, are in the main, delightfully suitable for high speed driving, but they have been out of favour since Signor Foresti's 400 horse power car overturned there in 1927, when he had a miraculous escape from death.

The course is perfect for nearly seven miles. There is, however, an awkward stream which has always been held unconquerable. In previous tests of more than 200 miles per hour, it is extremely dangerous.

There are many, however, who hold the opinion that it is but a detail in these days of engineering, and all depends on the present investigation whether the attempt is to be made there this year.

If so, it is thought more than likely that Captain Malcolm Campbell, in his famous Blue Bird, will also make the attempt. Last year, he chose South Africa for his efforts.

YACHTING

New Shamrock's Chance
Sir Thomas Lipton landed at Southampton in mail week from the Lovethan after a three months' business and holiday visit to the United States. He is to attempt to win the America Cup next year.

In an interview Sir Thomas said: "My new challenger has a much better chance than any of the other Shamrocks. It is not like the previous freaks, but has been built under Lloyd's survey."

"I expect it will be completed about April, and it is my hope to race the yacht in a number of the regattas round the British coast before sending her to America for the great race which begins on September 13."

"America has built four or five defenders, and they will compete against each other to determine the most suitable for the race for the America Cup. Whatever happens, I know it will be a square fight. I have always been licked fairly and squarely, and any mistake which has been made has been in my favour."

"As to my collection of yachting trophies, which is the finest in the world, my greatest ambition is to add to it the America Cup. I shall then be satisfied."

GOLF

Steel-Shafted Club Legalised
As foreshadowed, the supreme council of the golfing world, the Rules of Golf Committee, decided to legalise the steel-shafted club, so that the use of steel shafts in championships and other competitions is now permitted. Golfers in hot countries will welcome this decision, for the heat warps hickory and the shaft soon loses its power. But at home, many players will still stick to hickory clubs, believing that they respond more readily to the touch of the good golfer than does the steel shaft.

Moreover, it is worthy of note that, although the steel shaft hails originally from America, where its use has been allowed for some little time, most of the best American players cling to wood and that the two most formidable of our conquerors, Mr. Bobby Jones and Hagen, have never yielded to steel.

By the death of Jack Morris, professional to the Royal Liverpool Club at Hoylake, at the age of 82, the golf professionals have lost the head of their profession, a man who was regarded by every one that knew him with the greatest respect and affection. In all his long life he held but one post as a professional, and that was at Hoylake. He came there when the Royal Liverpool Golf Club was founded, now more than 60 years ago, and he spent the rest of his life there, the last few years in honourable retirement and as an honorary member of the club he had so well served.

A Delightful Character
Though not so well known as his uncle, the famous "Old Tom Morris," he was fully as remarkable and as delightful a character. He was the son of George Morris and a first cousin of "Young Tommy," and he could remember Allan Robertson, who had once given him 6d.—a memorable gift from a champion to a small boy.

Sandy Herd, who has been resident professional at Moor Park Golf Club for six years, has just done his eighteenth hole in one. The hole in question was the eighteenth and is 135 yards in length. This is the first occasion since he went to Moor Park in 1923 that Herd—who with Braid, Vardon and Taylor formed the famous quartette which made so much golfing history twenty years ago—has added to his list of holes done in one. Most of the other seventeen were done at Coombe Hill, where he was professional for a number of years.

LAWN TENNIS

No Professionals Expected
It is considered unlikely, by the way, in official circles that the Wimbledon meeting of 1930 will include exhibitions by professionals. Although it may eventually become an "open" meeting, the elaborate arrangements which have been made for next year would be seriously upset by such an innovation, and their alteration would probably entail a good deal of expense.

Anyway, we have yet to learn how the International Lawn Tennis body views the suggestion of professionals playing in the same tournament as amateurs.

2 sturdy babies

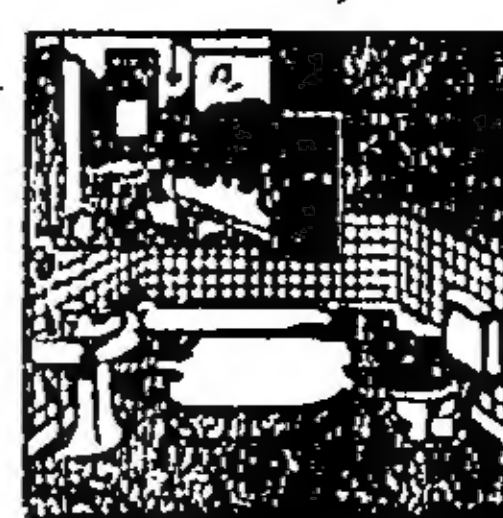


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LEAGUE FOOTBALL

Royal Navy Again Defeat Gunners

K.O.S.B. GET "CENTURY"

South China "A" Suffer Their Second Reverse

The Royal Navy, by their three clear goals' victory yesterday, have annexed all four points from the Royal Artillery in the Hong Kong Amateur Football League. With the Gunners on the defence for the greater part of the game they did well to keep the Navy's score low.

South China secured a further victory, this time at the expense of St. Joseph's to the extent of four goals to one.

Although it was difficult to anticipate the result, it was against expectations for the Navy to run out winners to the tune of five to one over South China "A" in division II. This is the latter's second defeat of the season and they will have to go all out to challenge the leaders.

By their five-one victory over St. Joseph's, the K.O.S.B. have now reached their "century."

RESULTS AT A GLANCE

DIVISION I				
R.A.	0	Royal Navy	5	3
St. Joseph's	1	South China	4	1
DIVISION II				
Eastern	2	South China "B"	1	0
Chinese "A"	3	Ewo	0	0
Kowloon	3	University	0	0
R.A.	3	Chinese "B"	4	4
Royal Navy	5	South China "A"	1	1
Somersets	5	Club	1	1
St. Joseph's	1	K.O.S.B.	5	5

LEAGUE TABLES TO DATE

Division I									
	P.	W.	D.	L.	F.	A.	Pts.		
K.O.S.B.	18	11	5	2	42	17	27		
Royal Navy	10	9	5	2	34	10	23		
Athletic	14	10	2	2	32	11	22		
Somersets	12	8	1	3	24	9	17		
South China	13	7	2	4	24	11	16		
R.A.	16	7	1	8	23	25	15		
Kowloon	13	5	3	5	25	19	13		
Club	13	2	3	8	14	27	7		
St. Joseph's	15	3	0	12	14	47	6		
Reverend	13	2	1	10	14	38	5		
Police	13	2	1	10	13	36	5		

Division I

R.A. v. NAVY

Royal Navy defeated Royal Artillery by three clear goals on the military ground at Sookumpoo. Teams:—
R.A.:—Fletcher; Taylor, F., Rawlings; Gardner, Ward, Taylor, W.; Davey, Colton, Gill, Allen, Walker.
Navy:—Langlands; McGregor, Jones; Watts, Tilley, Stephenson; Egan, Gray, Peacock, Cartwright, Dickinson.

Referee: Mr. F. Smith.
Gill of the Gunners had not taken the field when the Navy kicked off but he was not long absent.

The Navy put on pressure right from the commencement for Peacock to try his luck but Fletcher managed to tip over. From the flag kick Peacock got into position to receive and beat Fletcher all the way when the game was barely five minutes old.

R.A. On Defensive

Midfield play was the order for a time until Watts put forward for Gray to get near by grazing the bar with a header. After punching clear from Dickinson, Fletcher did well in scooping up the ball from the feet of Peacock, who was in the net of shooting. The Gunners were in luck's way when Rawlings deflected a shot from Gray over the bar, the flag kick being cleared.

Peacock then neatly trapped the ball to send in a fast drive but Fletcher was safe. With the R.A. still on the defensive, their goal almost felt, for a terrific drive from Gray was charged down from close in. A minute later Taylor, F. nearly put through his own goal but the alertness of Fletcher prevented any damage.

From a breakaway, a good shot from Allen was stopped by Langlands. The sailors returned to the attack and a centre was sent in from the left wing by Dickinson, the ball bouncing on the cross-bar and going over.

A rush by the Gunners looked dangerous for the Navy; Gill gained possession but his effort went just wide. Just before the interval Fletcher did well in keeping out a shot from Gray after it had been deflected by F. Taylor. Half time: R.A. 0, Navy 1.

Pressure Tells

Soon after the resumption Peacock sent a lightning drive inches wide. An exciting raid then took place. Dickinson raced up the wing and centred—but Cartwright and Gray were both out of position and Peacock was just behind; the last-named shot with a very fast drive. Fletcher threw to Rawlings and the latter cleared.

The pressure was now beginning to tell on the R.A. defenders and F. Taylor, failed to hold Cartwright who got through and beat Fletcher with little difficulty. The Gunners made another attempt to clear their lines and succeeded in making a dangerous movement which was nipped in the bud by McGregor. They continued to press but two efforts by Gill did not bear fruit. From now on the Navy had all the play and Peacock again came into the picture by cleverly beating three opponents to score from close range.

Further good shots came from the Navy's forwards but Fletcher dealt with them all.
Result: R.A. 0, Navy 5.

ST. JOSEPH'S v. SOUTH CHINA

On the Club ground at Happy Valley, South China had most of the play and ran out easy winners by four goals to one.

Teams:—
St. Joseph's:—McGrann; Hyder, Gomes; Skinner, Greenalade, Marvin; Omar, Sansom, Gallagher, Souza, Radix.

South China:—Pau Ka-ping; Tam Kong-pak, Leo Tin-sang; Leung Yin-chen, Wong Mee-shun, Tong Kwan; Cheng Shiu-hong, Chu Kwok-lun, Pau Ka-chuen, Leung Wing-tak, Ip Pak-wah.

Referee: Mr. T. G. Stokes.

South China attacked from the kick-off but were beaten back. St. Joseph's transferred to the other end after good play on the right and Gallagher missed a good opportunity. South China got going but many good chances were spoiled through bad shooting before Tong Kwan put across for Cheng Shiu-hong to open the scoring from close in.

Penalty Against "Saints"

St. Joseph's immediately attacked and Pau Ka-ping did well to save shots from Souza and Sansom. South China returned; after Leung Wing-tak had missed an easy chance they were awarded a penalty for hands against Hyder. Ip Pak-wah took the kick and made no mistake with a fast drive.

St. Joseph's counter-attacked and both Radix and Souza went close in. South China transferred to the other end and forced a corner on the left. Hyder cleared and set his own forwards going and, after a good run, Omar hit the outside of the net with a strong drive. In the next minute Gallagher went close with a good shot and then Greenalade tried a long shot which Pau Ka-ping put over for a corner, but nothing resulted. Just on the interval South China got moving and McGrann did well to save a fast one from Ip Pak-wah.

Half time:—St. Joseph's 0, South China 2.

Another Penalty

St. Joseph's attacked but Sansom's shot was charged behind for a corner; but offside against Sansom relieved the pressure and play was transferred to the other end.

Cheng Shiu-hong added a third for the Chinese, from a rebound off the goalkeeper. South China continued to press and were awarded a penalty when Chu Kwok-lun was tripped up. Pau Ka-chuen scored with a weak shot. In the next minute, a miskick by Gomes left Ip Pak-wah with an open goal, but McGrann brought off a great save. St. Joseph's transferred play but

Omar was badly at fault in putting behind twice from good positions. Then Souza had bad luck in hitting the upright—with Pau Ka-ping well beaten.

From a corner, Leung Wing-tak narrowly missed with a header. St. Joseph's returned to the attack and, after good play on the left, Souza beat Pau Ka-ping with a good shot.

From the place kick, St. Joseph's attacked but offside spoiled a good opening. In the last minute Ip Pak-wah got through but his shot went high over.

Result: St. Joseph's 1, South China 4.

Division II

EASTERN v. S. CHINA "B"

On the Athletic ground at Happy Valley, South China "B" were unlucky to lose by the odd goal in three to Eastern in an indifferent game. Teams:—
Eastern:—J. F. da Silva; Kan Wah-lam, Lai Ting-choy; Leung Yan-hang, Cheung Yui-nam, Fung Yui-wai; Lee Bing-long, M. Moosa, Tse Sze-on, Tso Po-shue, M. Sabhan.

South China "B":—Chan Ka-chung; Tu Kam-ping, Yuen King-hoi; Cheung Kwok-choi, Yau Ting-wah, To Kwan; Kwok Hon-wah, Chow Kam-woon, Pau Ka-lin, Chu Fook-to, Chan Lai-sun.

Referee: Mr. Lawrence.

Eastern had slightly the better of the opening half in which Sabhan scored for them.

Half time: Eastern 1, South China "B" 0.

After the interval Eastern continued to have most of the play. Fifteen minutes from the resumption, Lee Bing-tong added the second goal.

South China now came away and, from a penalty, Pau Ka-lin reduced the arrears. From now to the end South China had most of the play and only bad luck kept them from equalising.

Result: Eastern 2, South China "B" 1.

CHINESE "A" v. EWO

At the Stadium, North Point, Chinese "A" defeated the Ewo visitors by 3-1. Teams:—
Chinese "A":—Lee Hung-ching; Lo Wal-nam, Wong Sik-ping; Ng Po-lau, Lai Kwok-chiu, Ng Tak-wing; Chow Yim-chang, Lo Chai-wan, Lo Chow-yen, Leung Tai-wing, Leo Fong.

Ewo:—Chan Yun-po; Chang Mok-sang, Lan Ho-yun; Lai Tak-choi, To He-hung, To Ho-ching; Lai Hon-sing, Kau Sik-wai, Chow Yeu-tai, Ho Yen-tin, Fung Kin-yun.

Referee: Cpl. Baker, R.M.
Chinese "A" penetrated into Ewo's half and set up a dangerous thrust but Chan Yun-po was safe.

Ewo Besieged

With Ewo penned up and having a "warm" time, Chan Yun-po and Chang Mok-sang gave a splendid display. Following a goal kick from Ewo's end, the whole of the front line of Chinese "A" participated in a clever thrust which terminated in Ng Tak-wing opening the scoring.

After this reverse Ewo endeavoured to get moving but were pushed back and compelled to play on the defensive. On several occasions Chan Yun-po was sorely tested but he was at the top of his form and the interval arrived without further scoring.

Half time: Chinese "A" 1, Ewo 0.

Play was fairly even after the resumption and all thrusts made by the home eleven were repelled by the good work of Lan Ho-yun of Ewo. Continuing the pressure, Chinese "A" did as they liked but could not beat Ewo's goalies, whose splendid saves were a feature of the game. With time only 15 minutes off, Chinese "A" went further ahead, thanks to Leung Tai-wing, and they put the issue beyond doubt when Lo Chai-wan beat Chan with a very fast drive. Result: Chinese "A" 3, Ewo 0.

KOWLOON v. UNIVERSITY

On their own ground Kowloon defeated the University by three clear goals. Teams:—
Kowloon:—Angus; Haat, Guan; Dunnett, Springett, Seddon; Horbert, Moore, Moss, Coates, Nicholls.

University:—Oppenheim; Reed, Lee; Ren, Wong, Lew; Ling, Uho, Cheung, Souza.

Referee: Mr. Moss.
The 'Varsity won the toss and lined up minus their outside right. The home team kicked off and opened up the attack, but Nicholls shot into the side of the net. The visitors then took possession and Cheung tested Angus with a hard drive. End to end play ensued but the 'Varsity felt the loss of their right winger. Oppenheim was tested several times but came out best, effecting some really good saves.

Half time: Kowloon 0, University 0.

Coates Gets Two

Resuming, the home team attacked and Coates opened up the scoring for Kowloon after beating three men, driving hard into the corner of the net.

Kowloon continued to press and Coates put his side further ahead with a shot which had Oppenheim well beaten.

Moss then tried to score on two occasions but Oppenheim saved well.

The 'Varsity were not daunted by their arrears and repeatedly attempted to get through but the home defence were safe. Kowloon's third goal came from Moss, with a well placed ground shot into the corner of the net. Kowloon continued to press but no further scoring took place.

Result: Kowloon 3, University 0.

R.A. v. CHINESE "B"

By the odd goal in seven, the R.A. lost to the Chinese "B" on the Military ground at Sookumpoo. Teams:—
R.A.:—Moore; Seal, Maltby; Hall, Dunning, Eardley; Gough, Watson, Reed, Chambers, Rogers.

Chinese "B":—Fung Hing-long; Ma Ping-chong, Lung Cheung-pak; Sang Kwong-wing, Ng In-hing; Cheung Kook-sang; Chan Hon-sing, Sin Kin-choy, Sin Tin-lim, Choy Wan-hung, Chu Sui-long.

The R.A. kicked off. A shot from Rogers was gathered by Fung Hing-long and thrown clear. The Gunners then broke away after being kept on the defensive for some minutes. Lung Cheung-pak having to concede a corner, the flag kick being cleared after several shots had been charged down.

Chinese Lead

Reed put a header over the bar and then he missed a "fitter."

The Chinese then took on the running. Seal miskicked and let Choi Wan-hung through to send a drive into the roof of the net to open the scoring. Under pressure, Seal again miskicked to give Sin Tin-lim a shooting chance but the effort was cleared.

For the next few minutes the Gunners pressed but they were well held. Seal then nearly put through his own goal, the ball narrowly going over the bar. From the flag kick, Choi Wan-hung scored with a header.

A free kick was awarded to the Gunners and Eardley put in a good long shot for Fung Hing-long to punch out. This Chambers met with his head and put over the bar. With the interval less than five minutes off, a corner kick from the right gave Sin Kin-choy the chance to beat Moore all the way with a first timer.

R.A. Miss Chances

Rogers and Reed changed places and the Gunners' commenced to have more of the play but their efforts in front of goal were very weak. Still pressing, the R.A. front line were hopeless; Rogers was presented with an open goal, with Fung Hing-long out of his charge, and Chambers gained possession but kicked over.

Dunning then put forward for Rogers to head the ball in on the run. From the place kick the R.A. returned to the attack, but a good kick by Ma Ping-chong enabled the Chinese to break away. Sin Kin-choy put wide.

The R.A. again took matters in hand but could not add to their score and, from a further breakaway, Sin Kin-choy beat Moore with a good drive.

Following a period of pressure Reed reduced his side's arrears with a good shot that gave Fung little chance. In the closing minutes Rogers scored the losers' third and last goal. Had the Gunners taken the chances offered they should have beaten Chinese "B" easily, but their poor shooting brought about their downfall.

Result: R.A. 3, Chinese "B" 4.

NAVY v. SOUTH CHINA

On the Naval ground at Happy Valley, after a fast and even first half, the home team created a surprise by defeating South China "A" by five goals to one.

Teams:—
Navy:—Wyatt; Cordory, Stanawick; Kosby, Evans, Butler; McLaughlan, Thompson, Orritt; Sorbie, Hiscock.

South China "A":—Wong Ki-loung; Lau Kau, Sze-To Hol; Cheng Chit-ming, Lau Kwok-yu, Lai Kong-hai; Ng Pao-ku, Ip Koon-ming, Tam Kong-pak, Chan Yu-tim, Ip Yan-sum.

Referee: Mr. Gr. Fisher.

The Navy, with the sun behind them, immediately attacked and Sorbie just missed with a good shot and then Thompson shot behind when well placed. South China took up the running and, after Ip Koon-ming had just missed, off-side against Chan Yu-tim relieved the pressure and play was transferred to the other end.

One Each Quickly

Sorbie opened the scoring from close in. From the place kick South China took the ball down and after Wyatt had saved a hot one from Chan Yu-tim, Tam Kong-pak equalised from close in. South China came again but off-side spoiled a good opportunity. The Navy then pressed and forced two corners and Orritt just missed with a fast shot. From now to the interval end to end play ensued but no further scoring took place and a well contested first half ended with honours even.

Half time: Navy 1, South China "A" 1.

Navy On Top

On resuming, the Navy took the game in hand and in the first few minutes Thompson scored with a fast drive.

The Navy returned and forced a corner on the left but Sorbie's shot was well cleared by Wong Ki-loung. Then Orritt tried his luck but his shot just missed by inches.

The Navy were not to be denied. From a nice pass by Evans, Sorbie added a third. From now to the end the Navy had all the play as the South China forwards could make no headway against an effective defence. The Navy half-backs were playing a good spoiling game and keeping their own forwards well supplied with the ball. After some good play on the left Orritt put his side further ahead. In the last minute Sorbie added a fifth during a scrumming. In the goal area.

Result: Navy 5, South China "A" 1.

SOMERSETS v. H.K.F.C.

At King's Park, the Hong Kong Football Club were no match for the Somersets, whose fast forwards completely overran the Club defence. Had it not been for the fine goal-keeping of Stirling his team would undoubtedly have suffered a heavier defeat than that of five goals to one. Teams:—

Somersets L.L.:—Wallace; Fothergill, Niel; Saviger, Mead, Legg; Palmer, Guest, Browning, Baggott, Evtett.

H.K.F.C.:—Stirling; Sloane, Pottouff; Hynes, Puchon, Hooper; Dinneen, Dean, Rallion, Smith, Coppin.

Referee: Sgt. Marshall.
The Club, kicking off, immediately made ground, but the "Sets" retaliated, Palmer testing Stirling. The Club then broke away but the ball was returned to the other end and Stirling saved from Palmer and Evtett.

Four Up Quickly

The soldiers continued their pressure and Baggott missed narrowly from a difficult angle. A few minutes later Stirling just got to a shot from Palmer and cleared but the Somersets returned again and, during the next few minutes, Stirling was to the fore with a number of good saves. The Club made another raid but Rallion missed a splendid chance of opening the scoring. However, the Infantrymen continued to have the better of the exchanges and Guest opened the scoring for his side by putting the leather into the corner of the net, giving Stirling no chance. The soldiers' invasion was maintained for a few minutes until they increased their lead through Browning, who shot from close range.

After the kick-off, the "Sets" went away to score their third. Guest again netting. A minute later Browning scored his side's fourth, this from short range, well out of Stirling's reach.

Half-time: Somersets 4, Hong Kong F.C. 0.

Club Improve

After the resumption, the Club had the better of the match for a time and their efforts were well rewarded when, following a corner kick, Hynes scored a good goal. The Somersets returned to the attack, however, and for a time penned the Club in their own half. Then Browning completed his "hat trick" from a few yards out.

(Continued on Page 9)



Mahomet Cassim, the clever Australian Indian artist of the "High Sleepers" who, after successful appearances in the Colony, perform at the Canton Club, Shamoon, on Saturday next.

INITIAL VICTORIES

Varsity Successes in Cricket League

CRAIGENGOWER FALL BACK

R.A.S.C. Lose Six Wickets Without Scoring

The University secured their initial victories in both the first and second divisions of the Cricket League yesterday, at the expense of the Craigenower C.C. Craigenower have seriously jeopardised their chances in the Senior division championship, but still occupy second place in the table, but they have played a greater number of matches than most of the other teams.

By defeating the Royal Navy, the Hong Kong C.C. (holders) have crept up to the third position, with seven points for three matches.

The Kowloon C.C., who were not engaged in the League, are at the top of affairs, with 11 points for five matches, and are regarded as having the best prospects.

The only fixture in division II other than that between the University and C.C.C. resulted in a win for the Club de Recreo over the Royal Army Service Corps, with an astonishing collapse by the losers.

League I

H.K.C.C. v. ROYAL NAVAL

On their own ground, the Hong Kong C.C. defeated the Royal Navy by 73 runs.

A profitable first-wicket partnership between Duckitt (71) and Butler (37), which produced 79 runs, was mainly responsible for the substantial total of 183 for six wickets, declared, put up by the H.K.C.C. Armstrong helped with 31 and Mitchell added 20 not out.

The bowling of the Navy was weak, Vice-Admiral Sir A. R. Walsell, going on late, returning the best analysis of 2 for 10.

Meeting with early success by capturing two wickets in his first over—a maiden—Divett, who finished up with 3 for 11, played a great part in the dismissal of the visitors for 110.

For the losers, Lt. Comdr. Sheffield, with 25 to his credit, was the highest contributor. Scores:—

Hong Kong C.C.		
E. R. Duckitt, b. Walsell	71	
K. H. Butler, b. Walsell	37	
H. J. Armstrong, b. Walsell	31	
J. H. Owen Hughes, run out	8	
J. R. Mitchell, not out	20	
A. C. Beck, b. Walsell	0	
W. D. Foley, not out	3	
Extras	2	
Total (for 6 wks., dec.)	183	

T. E. Pearce, A. C. Beck, A. Reid did not bat.

BOWLING ANALYSIS	O.	M.	R.	W.
Baker	11	1	59	1
Laslett	14	2	55	2
Titcher	9	0	33	0
Genge	3	0	13	0
Johnson	2	0	14	0
Walsell	3	1	10	2

Royal Navy		
Lt. D. P. Evans, c. Owen Hughes	19	
Sub-Lt. A. O. Johnson, b. Reid	0	
ASB P. Laslett, b. Reid	8	
Comdr. F. C. Baker, b. Reid	10	
Mid. C. S. Sutherland, b. Divett	20	
Vice-Admiral Sir A. R. Walsell, c. Beck, b. Divett	2	
Mid. R. H. Wright, b. Divett	0	
Lt. G. G. Cobb, b. Owen Hughes	1	
Sto. S. Titcher, b. Reid	6	
Ldg. Tel. R. Genge, not out	0	
Extras	17	
Total	110	

BOWLING ANALYSIS	O.	M.	R.	W.
Reid	11	1	41	4
Beck	9	1	17	2
Duckitt	0	1	11	0
Divett	6	2	11	3
Owen Hughes	4	0	13	1

C.C.C. v. UNIVERSITY

In a match of low scores at Happy Valley, Craigenower C.C. lost to the University by 22 runs.

Battling first, the University (who compiled only 126 runs) would have been in a sorry plight but for a patient stand by Anderson who carried his bat for 56. Their first three wickets fell for 10, but later, Guterres (33) was also instrumental in somewhat changing the outlook for the visitors.

R. Lee and W. K. Way accounted for four wickets each, for 26 and 29 respectively.

The home team started disastrously and with wickets falling steadily, it looked at one time as if they would be in for a much heavier defeat. A last wicket stand, however, between A. B. Hanson (29 not out) and W. K. Way, considerably reduced the deficit.

The bowling of the University was not of an unusually high standard, but it was backed up by smart fielding. Scores:—

University		
D. J. M. Anderson, not out	56	
S. V. Gutterres, run out	33	
E. A. Lee, b. R. Lee	0	
L. T. Ride, b. R. Lee	0	
D. R. Samy, b. R. Lee	18	
C. W. Linn, b. R. Lee	10	
A. P. Gutterres, b. Hanson	29	
W. K. Way, not out	29	
A. Baker, c. Youngs, b. W. K. Way	0	
M. B. Hanson, b. W. K. Way	0	
A. B. Salsman, c. and b. W. K. Way	0	
W. H. Kwan, b. R. Lee	0	
Extras	2	
Total	126	

BOWLING ANALYSIS	O.	M.	R.	W.
Reid	11	1	41	4
Beck	9	1	17	2
Duckitt	0	1	11	0
Divett	6	2	11	3
Owen Hughes	4	0	13	1

C.C.C. v. UNIVERSITY

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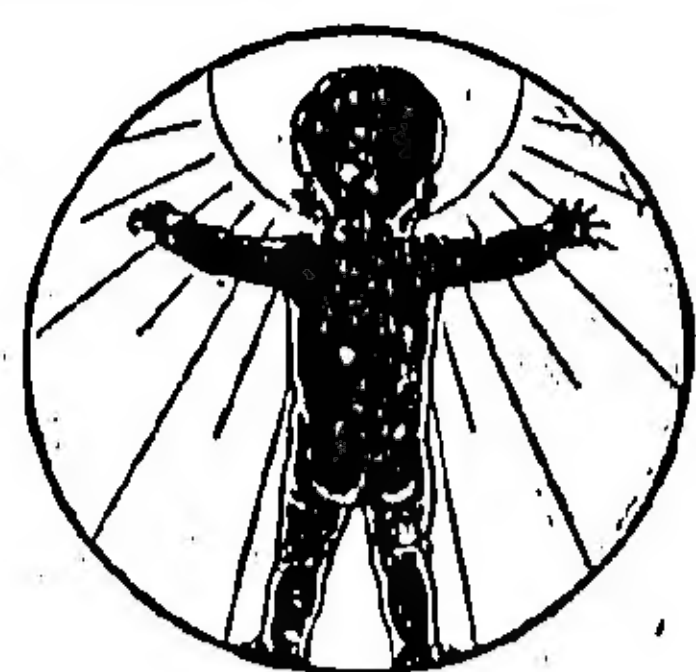
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This town bred babe is as sturdy as a little imp as any brought up by a sunny sea shore. He keeps on fat in winter as in summer. Why? Because he takes Ostelin regularly.

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Hong Kong. Tel. C. 2533.
P.O. Box 84.

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THROUGH

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Opposite China Mail

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- All colours Georgette crepe double width ... @ \$1.30 a yd.
- All colours crepe de chine double width ... @ \$2.25 a yd.
- All colours Brocade Silk ... @ from \$1.50 a yd.
- All colours Brocade silk ... @ from \$1.50 a yd.
- Crepe de chine emb'd Underwear (3 pcs.) ... @ \$15.00
- Crepe de chine emb'd ladies' Pyjamas ... @ \$7.50
- Washing silk shirts ... @ \$3.00
- Washing silk Pyjamas ... @ \$6.00
- Fancy coloured crepe de chine Pyjamas ... @ \$11.00
- Cotton Pyjamas ... @ \$2.00
- Crepe de chine necktie with handkerchief to match ... @ \$2.50

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Interwoven Plain and Fancy Silk Socks
Plain and fancy cotton crepe in all colours
Plain and fancy cotton kimono in all colours
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"HERALD" REVIEWS

Pagodas And Palaces

["Porcelain Pagodas and Palaces of Jade," by A. E. Grantham; Methuen & Co., 15/- net.]

This book has several things to commend it. It is a handsome volume, beautifully bound, well printed and excellently illustrated. Most important of all it is exceedingly well written and ought to prove as fascinating to the ordinary reader as to the connoisseur in ivory, porcelain or jade.

It gives in compact form and straightforward description such information as one usually has to gather piecemeal from encyclopaedias and other books of reference.

In these two hundred pages a vast field is covered—from the dim prehistoric times of these almost mythical emperors down to modern times—and we have lessons on and news about pottery, glaze, porcelain, wood, bronze, ivory, jade, lacquer, glass, enamel, and silk, surely comprehensive enough for most.

The historical and psychological background governing the development of these crafts in China is skilfully and sympathetically described. Two things are evident, that the author is a Sinologue of no mean order and that this book was to him a labour of love.

Not the least arresting feature of this volume are the pungent remarks about the first Europeans who, with their galleons, firearms, greed, and barbarism, swooped down like a swarm of vultures on the astonished easy going East. These remarks ought to bring a blush to the faces of all fools who talk about civilising the East.

The final chapter, "The Workers behind the Work and Forces Beyond" is a valuable piece of writing which should be read and re-read by all who are interested in China and the Chinese.

THRILLING STORY OF EGYPT

["The Spine," by Hugh Imber; Hodder and Stoughton, 7/6 net.]

"The Spine" is a thriller from the first page to the last and a book that will especially appeal to men as it is without even one line of love making or sentimentality. The story is based on a campaign by the Egyptians to destroy Britain's power in Egypt. They conduct a series of meaningless murders in Cairo while their real object is to destroy the Suez Canal, and thus break the spine of the British Empire. All attempts to discover the plotters fall until certain clues come into the hands of a young British officer, the principal character in the story. He follows them up and down the Suez Canal from Port Said to Suez and finally into Palestine where he solves the riddle. A story that is well worth reading and will hold you spell-bound to the last page.

STOPPING WAR

["The Man Who Could Stop War," by William Penmore; Hodder and Stoughton, 7/6]

Howard Bruton, a brilliant chemist, invents a new and extremely powerful explosive which he offers to the British Government through the medium of his uncle, Sir John Bruton, His Majesty's Secretary of State for War. The offer is refused on the ground that present day tendencies lead towards disarmament, and not the production of new horrors. Sir John suggests that Howard turns his activities towards the commercial side and spends a long holiday abroad.

Sir John's private secretary suggests Provence and we next meet Howard Bruton driving Matilda, his old motor car, into that delightful part of France. His antique vehicle attracts the attention of Henry T. Wren, an American motor car king and his young daughter Jenny. Wren is a pacifist and with the advice of his secretary, Orloff decides that Bruton's invention must be acquired by America in order to stop war. Orloff's motives are not so idealistic and he wishes to obtain the formula in order that his country (Russia) may reap the benefits.

Then Bruton's adventures begin and he has a terrible time, before as one expects matters are cleared up satisfactorily.

Mr. Penmore has written a thriller which sustains the reputation he made with "The Black Swan" and "The Scorpion," and we hope for more.

MANY THRILLS

["The Master of the Vultures," by Gerard Fairlie; Hodder and Stoughton, 7/6.]

Mr. Gerard Fairlie has made a great name for himself in the world of thrillers, but it is doubtful if he has ever packed so many thrills into one book as he has done in this latest. Perhaps he has made a mistake in making his hero too rich, because it means that in the reader's attempt to get to the end much of the plot is missed, but as the book is well worth a second reading that doesn't matter very much.

The Vultures are criminals, the master minds of the underworld led by one man, and dedicated to the upstaging of law and order. Sir William Beaudry, Chief of Scotland Yard with the great influence of his police system is baffled, and it is left for Robin Murdoch, and his French friend Deschamps, to solve the mysteries. How they do it is admirably told, and once the reader begins the story it is doubtful if it will be put down until Robin asks Louella to marry him.

NOVEL FOR WOMEN

["Females," by Jean Dewray; Hodder and Stoughton, 7/6.]

Described as a novel for Women about Women the title is perhaps the most striking part because it means the whole book. Some may object to the use of the word but as the majority of the characters are nothing but Females, it was a brilliant idea to call the book by that name.

Lynnie Marton is one of a large number of daughters whose lives are wasted by the influence of a Victorian father. The old saying "When father says turn we all turn" describes the Marton family and the fight against this unnatural position is written in a masterly manner. The family practically breaks up as a result of the domestic tyranny and the life of several of the sisters is described. The eldest sister Lettie appears as a dragon preventing Lynnie from making her own way in the world but an accident causes the final break and Lynnie's happiness becomes assured.

The book might be called the history of an unfortunate family, and as such becomes monotonous in parts, but when one considers the freedom of the modern miss it provides a powerful example of the fight females have had for emancipation.



The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 855 metres:—

10.50 a.m.—12 noon.—Morning Service relayed from Union Church.

Voluntary.
Hymn: "From Thee All Skill and Science Flow."
Prayer.
Liturgy.
Hymn: "Lead Us, Heavenly Father, Lead Us."
The Lesson.
Children's Address.
Hymn: "God of Heaven, Hear Our Singing."
Silent Prayer.
Prayer.
Hymn: "Take my Life, and Let It Be."
Sermon: Rev. J. Foster.
Offering.
Hymn: "Holy Father, in Thy Mercy."

Recreation.
The National Anthem.
Voluntary.
At end of Church Service there will be a Chinese Programme until 1 p.m.

1.48 p.m.—Weather Report.
9 p.m.—European Programme of Victor Records by Courtesy of Messrs. Taung Pook Piano Co.

"Eminent" Overture (Beethoven, Op. 84).
Victor Symphony Orchestra.
"Louise—Déluge de Jour (Never Since the Day)" (Charpentier).
"Resurrection—Dieu de Grace (Prayer)" (Alfano).

"Huldigungs, March" (Wagner).
London Symphony Orchestra.
"Boris Godunow—Death of Boris" (Moussorgsky).
"Boris Godunow—Farewell of Boris" (Moussorgsky).
"At the Brook" (Baldeloff).
"Wind Amongst the Trees" (Eriekaldi).

"Tales of Hoffmann—Les Oiseaux dans la Charmille" (Doll Seig).
"Mignon—Polonaise—Je Suis Titania" (F. P. Titania).

"Ballet in G Minor" (Chopin, Op. 23) ... Alfred Cortet.
"Cello Lido" (Beautiful Sky).
"Garnet" ... Dussolain Ginnani.
"Call Upon Thee, Jesus" (Bach).
"Prelude in E Flat Minor" (Bach).
Philadelphia Symphony Orch.

under the direction of Leopold Stokowski.
"Don Juan—Minuet" (Mozart).
1. "Le Tambourin" (Jean Philippe Rameau).
2. "Le Coucou—Rondo" (Claude Debussy).

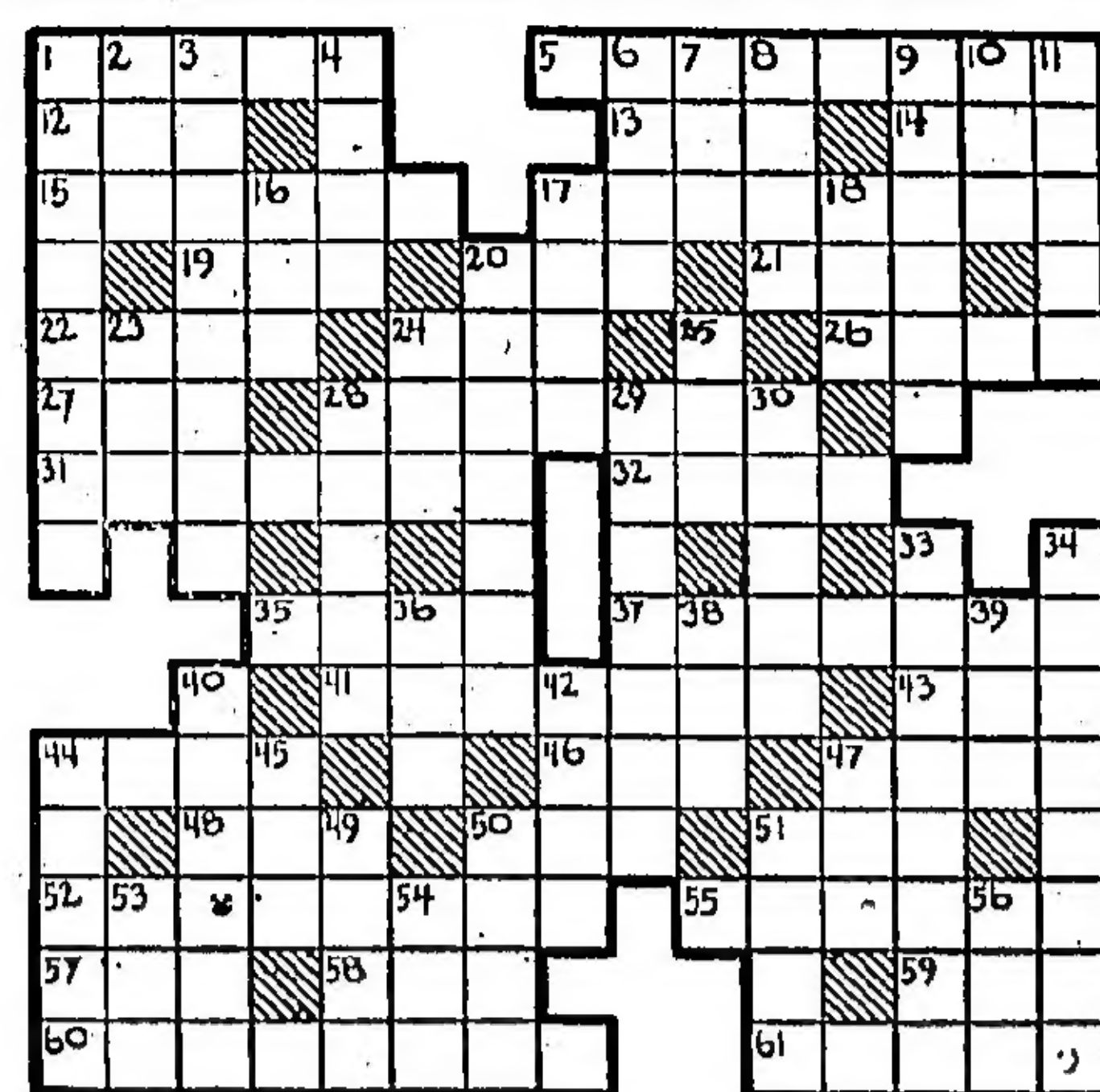
Vanda Lendevska.
1. "La Fille aux Cheveux de Lin" (The Maiden with Flaxen Hair).
2. "Scherzo—Impromptu" (Schubert).
"Waltz (La Plus Que Lente—Valse)" (Debussy).
"The Swan" ... Jascha Heifetz.
(Chas. Kingsley—Fred Clay).
"Punchinello" (F. E. Weatherly).
J. L. Molloy.

10.30 p.m.—Close Down.

The graves in Sections A, C, and Plague Ranges in Kai Lung Wan East Cemetery are to be removed six months hence.

OUR CROSS-WORD PUZZLE

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harrier, plow, and altho.)



HORIZONTAL

- 1-A New England State
- 5-A river port of Oregon
- 12-Girl's name
- 13-The German god
- 14-Etruscan household
- 15-The head
- 17-To contemplate
- 19-Goddess of the dawn (Gr. Myth.)
- 20-Possessive pronoun
- 21-Prefix. Through
- 22-Adroitness
- 23-Kind of lettuce
- 24-Among
- 27-A Swedish coin
- 28-The doctrine of the Sophists
- 31-Capital of Siam
- 32-Close by
- 35-One of the metals
- 37-Unruly
- 42-Leaving a will at
- 43-Feared
- 44-A water bird
- 45-Gulf. Pertaining to

HORIZONTAL (Cont.)

- 38-Dress
- 39-Small river island
- 41-A sign of the zodiac
- 42-A vice-president of the U. S.
- 43-Bare
- 44-Self
- 45-Female sheep
- 46-Anger
- 47-A thief
- 48-Walked

VERTICAL

- 1-A province of Canada
- 2-Prefix. Upward
- 3-Exposed to decay
- 4-Snake-like fish
- 5-A river of Germany
- 6-A revolutionist
- 7-A word
- 8-Frighten
- 9-Boy's name (short)
- 10-Fear
- 11-A pond
- 12-A name
- 13-A drink

VERTICAL (Cont.)

- 20-First commander of the American Navy
- 21-A southern constellation
- 22-Cry of the dove
- 23-To employ
- 24-A petticoat
- 25-An entrant
- 26-A paragon
- 27-Mentioned in history
- 28-Over (post.)
- 29-Creek letter long E
- 30-Large moving wagon
- 31-Caudal appendage
- 32-A desert animal
- 33-Mt. is (cont.)
- 34-Ever (post.)
- 35-An oil from clar. field butter
- 36-To the lee side
- 37-A source of light
- 38-A Turkish commander
- 39-The beard, as of wheat
- 40-Deer?

UNCLAIMED BALANCES

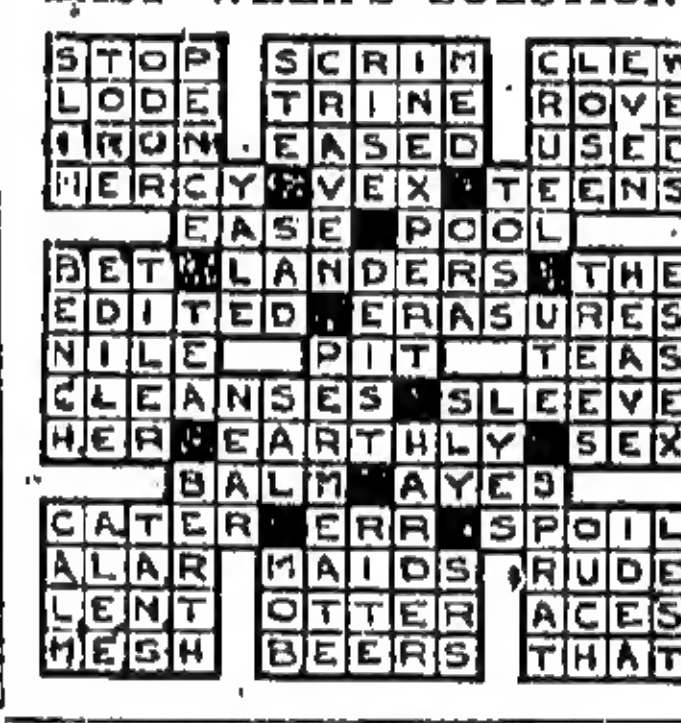
It is notified in the Government Gazette that the following sums will be transferred from the Companies Liquidation account to the general revenue of the Colony:—

A. Wing (deceased), return of capital in Kowloon Land and Building Co., Ltd., \$501.15, plus interest \$62.80.
J. Francis (deceased), return of capital in Kowloon Land and Building Co., Ltd., \$200.46 plus interest, \$21.13.
John Somerville, broker, unclaimed dividend in the Hong Kong Steel Foundry Co., Ltd., \$10.50 plus interest \$1.70.

UNIVERSITY LECTURE

On Friday, February 14, Mr. E. Cock, M.B.E., A.M.I.C.E., M.I.N.A., will give a lecture under the auspices of the University Engineering Society at 8.30 p.m. in the main building of the University entitled "The Evolution of Ships and their method of Propulsion".
The lecture will be illustrated.

LAST WEEK'S SOLUTION.



APPOINTMENTS

His Excellency the Officer Administering the Government has appointed Mr. Sydney Answorth to be an Assistant Government Marine Surveyor (Engine Surveyor), Harbour Department, with effect from January 27.
His Excellency the Officer Administering the Government has re-appointed Mr. Dudley Leonard King to be Deputy Superintendent of the Police (Reserve) on his return from leave, with effect from February 7.

OUR WEEKLY SERMON

The Roman Contribution to Christianity

MODERN CHURCHMAN'S VIEWS

[By the Rev. Alfred Fawkes, M.A., author of Studies in Modernism, The Genius of the English Church]

(Continued from February 2.)

VI.

Latin Christianity has little gift for speculation; it is without other interest in, or the power of dealing with, ideas. Heavy-footed and heavy-handed, it moves clumsily in the territory of mind. Its point of view is political. The crusade of Pius X against Modernism was not primarily dogmatic. It made use of dogma for governmental purposes; which is a very different thing. At the time of the Encyclical *Pascendi* an Italian priest asked, as if it were the most natural thing in the world, "Why does not M. Lolsy say what they want him to say? No one asks him to believe it." He was a perfectly sincere man; to question this would be to misjudge him and to misconceive the situation, but—his point of view was not ours. When the "Hippolytus" was first performed at Athens, the famous line, "The tongue has sworn; the mind remains unsworn," rounded a storm of indignation in the theatre. Now it would be taken for granted—at Rome, at least, and perhaps not only there. From the first dogma was construed in terms of law, and belief in those of obedience; and the Church in which this conception took shape was the one living force left in a world of decay. Hence its deep root in the conscience and mind of Europe.

Mysterious Claims

Its mysterious claims and its association with the traditional seat of Empire impressed the barbarian invaders with a religious awe. *Tu regere imperio populos*: this was the function of Rome, Christian as well as pagan; the World-Empire was the foundation of and is the key to the World-Church. Hobbes has concentrated the history of Latin Christianity into an epigrammatic sentence: "If a man consider the original of this great ecclesiastical dominion, he will easily perceive that the Papacy is no other than the ghost of the deceased Roman Empire sitting crowned upon the grave thereof. For so did the Papacy start up on a sudden out of the ruins of that Heathen Power."

Creature of Circumstance
Like other human institutions, it was the creature of circumstance. In our own Church the increased influence of the two Metropolitan Sees during the last half-century; in some respects parallel to it: we seem to be becoming rather an Arch-episcopal than an Episcopal Church. Nor, in either case, is this anything which should surprise us. Officials magnify their office; and officials, however highly placed, are—men. The sufficient

reason for the Papacy in particular is the *Roma Caput Mundi*, the Imperial tradition of Rome. What the sufficient reason is for the supremacy of Lambeth—I confess I do not know.

VII.

The exegetical and historical questions of which Rome is the centre are best approached by regarding the alleged evidences of this great politico-ecclesiastical institution, not as its cause, but as its effect; i.e. as an afterthought the object of which was to account for an existing state of things. It is on these lines that Catholic writers explain the Forged Decretals. *Volunt tunc*—let us take this for what it is worth: there is a sense in which this plea must be admitted. The Decretals consolidated and extended the power of the Popes; they did not establish it; it is only on the hypothesis of its existence that they can be explained. The same must be said of the mixed growth of legend of which St. Peter became the centre in the second century; those of Eblonite origin describing his conflicts with Simon the Magician—the name is a thin disguise for St. Paul, "them which call themselves Apostles, and they are not" (Rev. II, 2)—the latter belonging to a generation in which these controversies had been forgotten and the rival teachers united in a common work and triumph. So, in like manner, to-day, in many an Italian village one may see a Via Pio Nono and a Via Garibaldi; both ideal constructions of history, representing the two Italys, that of the Church and that of the Savoy Monarchy, and the union of the two. Legend? Yes; but true legend, "truth embodied in a tale."

VIII.

The Petrine texts and the prominence of the Roman community have been useful weapons of controversy. But the Papacy rests on other foundations. Neither the texts nor the facts gave rise to the

Primacy; it was the Primacy which gave rise to the texts, certainly in their interpretation; and, if not to the facts, at least to the perspective in which they were seen. These texts and these traditions have, however, played a part in the history of Christian beliefs and institutions the importance of which it is difficult to overestimate. Both have made for the legal and ecclesiastical elements in Christianity rather than for the religious. From an early date it was desired to find a middle term between the Judaizing of the Twelve and the Hellenizing of the Gnostics; the one would have meant the stifling of the other the dissolution of Christianity. The tradition gathered content and volume until all proportion was lost, and everything in religion, even religion itself, became secondary to it; it became the primary fact in Christendom and the central doctrine of the Church. Its development was continuous and consistent; system has all along been the strength of the Ultramontane theology. But Peter's position can be accounted for by circumstances, by temperament, by the easy and informal intercourse of friends. And that this is the true explanation is indicated by the absence of anything like one man rule in the community after the Ascension. Paul was, beyond question, the foremost figure in the Apostolic period; "if there was any primacy at this time (says Bishop Lightfoot) it was the primacy not of Peter, but of Paul."

IX.

As it was, Peter was a man between Paulinism and Pauline Christianity; he oscillated, as it were, between the two. With the disappearance of the Apostles a new age set in. They left no successors, and Peter was no exception to the rule. It is probable that the famous passage, *Matth. xxi, 18*, is an interpolation made, not in the interest of the Papacy—there

was then no Papacy—but of the rapidly developing official ministry whose origin it was desired to throw back into the first age. In any case it is clear that the Papacy has its roots, not in Scripture, but in history; it is history that must pass judgment on its claims. And the historian will ask, not Does the Petrine tradition justify the Papacy? but, How did people come to think that it did?

No Competitor
The answer is that the Roman conception of Christianity had no competitor; and that the highest social and religious forces then at work in the world were on its side. The circumstances of the age hastened its victory, both by removing possible rivals and by emphasizing the need of stability in institutions and beliefs. The story of Attila retreating overawed by Leo the Great is symbolical. The Papacy represented those forces, not of religion only, but of reason and civilization to which men, cultured and uncultured, recognize their subjection; the Pope was heir by default of the Caesars, and could not escape their function of rule. The panegyric of the Papacy familiar in Catholic apologetic is not without foundation; but it errs when it transferred from a period of history to history as a whole. Were it limited to the age lying between the decline of the old civilization and the maturity of the new, it would be justified. The Popes could not save the old world, but they could, and did, prevent barbarism from flooding the ground out of which in due time the new world arose. Hence the debt, the immense debt, of gratitude which civilization owes to the Papacy. It was our pedagogic; and it was assuredly lighter, than darkness, if it was also assuredly darker than light.

When, in 800, Charles the Great was crowned by Leo III Emperor of the

Romans, the Empire was re-born. But the structure contained from the first the seeds of dissolution. Each of the two concurrent powers claimed the supremacy; but from the nature of the case neither could permanently or effectually retain it. It was impossible either for the spiritual power to acknowledge subjection to the temporal, or for the temporal to abdicate in favour of the spiritual; they were conceived as and they remained, two. Nor was either, as both professed to be, universal. There were Christian communities outside the Roman Church. Gnostics, Marcionites, Donatists, Monophysites, Nestorians—it is too summary a procedure to dismiss them as mere sectaries; they were once great, flourishing and widely diffused Churches, with priesthoods and hierarchies, creeds and sacraments, though all long since buried under the shifting sands of desert with the wreckage of a forgotten world. What a treasure-trove, could their remains be uncovered and the dry bones live once more! A fallacious dream of unity to this day haunts Latin religion and the Latin world. *La diversité est détestable. Le caractère du mal est d'être divers* (Diversity is detestable; the note of evil is that it is manifold). It could not, perhaps it never can, be realized. A more pedestrian philosophy had, for the time being, at least, to suffice and provide a speculative foundation for the idealisms, the aspirations and the ethics of mankind.

[To Be Continued.]

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The staff of the
Dockyard Royal Naval
Presentation Dockyard here
will read with
interest that Mr. V. Leitch, of the
Chief Engineer's Department,
Sheerness, has retired on pen-
sion, and at a farewell gathering
was presented with a silver
wristlet watch as a parting
souvenir. Mr. Leitch has been in
the Admiralty service for 46
years. The son of a chief en-
gineer in the Royal Navy, he en-
tered Chatham Dockyard as an
engine fitter, and in 1893 was
transferred to this yard, where
he served until 1911, when he
was selected for service at Hong
Kong and was here for several
years, afterwards returning to
Sheerness. Mr. Selley, inspector
of fitters, made the presentation,
and complimentary references
were made to Mr. Leitch, who in
his younger days was a well-
known footballer, playing first
for Chatham, and when he went
to Sheerness for Shipley United,
and was also "captain" by the
County Football Association for
his games for Kent.

Some quite interest-
ing notes on billiards
history in Hong Kong are
furnished by the
latest issue of the Macao Review,
the new monthly journal of our
sister Colony, which caters for
Portuguese all over the Orient.
We learn that the Portuguese
Inter-Club Billiards Shield
Tournament (or the "Triangular
Match" as it is more popularly
called) ended on December 20
with the match between Mr. A. J.
Osmund and Mr. E. D. da Roza
before a large and enthusiastic
crowd of spectators, mostly mem-
bers of the three Portuguese
Clubs in Hong Kong, the Club
Lusitano, Club de Recreio, and the
Catholic Union Club. The last
named Club was victorious once
more, for the Catholic Union Club
has won no fewer than seven
series out of the ten played since
the games were inaugurated in
1912 under the auspices of the
Lusitano Billiards Association of
Hong Kong. It is a record for
any club to be proud of.

The gentlemen
forming the Catho-
lic Union Club
team were Messrs.
F. E. da Silva, A. Baptista, L. A.
Osmund, E. L. Vaz, J. M. V.
Ribeiro, C. F. Vaz, F. M. da Cruz,
E. L. Barros, A. J. M. Rodrigues,
and A. J. Osmund. The Lusitano
Club team comprised Messrs.
J. F. da Silva, J. O. dos Remedios,
S. M. da Cruz, Jr., A. C. do
Rozario, E. A. dos Remedios,
M. N. da Silva, P. A. do Rosario,
H. da Luz, M. R. Beltrao, and
E. D. da Roza. The Club de
Recreio team consisted of Messrs.
J. V. Ribeiro, L. V. Antonio, F.
Noronha, A. F. Eca da Silva,
R. A. do Rozario, P. A. Yvanovich,
L. Xavier, R. A. da Silva, E. M.
dos Remedios, and R. F. da Luz.
The highest break in the tourna-
ment was one of 96 points made
by Mr. A. J. Osmund.

Below are the re-
sults obtained.
The Catholic Union
Club won in
1912, 1920, 1921, 1922, 1923,
1927, and 1929. The Club
Lusitano was successful in
1913 and the Club de Recreio in
1914. The games were declared a
draw in the year 1924. There
were no games in 1915-1919,
1925-6, and 1928.

The Lusitano Bil-
liards Association
was formed in
June, 1912, when
Mr. A. E. S. Alves (now Presi-
dent) at the suggestion of mem-
bers of the three Portuguese
Clubs in Hong Kong called a
meeting of the representatives of
these Clubs, and at that meeting
the rules, etc., were drawn up.
The first President was the late
Mr. Alfredo Maria Roza Pereira
(a keen cueist himself) who re-
mained in office from 1912 to
1920, followed by the late Mr.
J. D. Osmund from 1920 to 1923,
and Mr. A. F. B. da Silva-Netto
from 1923 to 1928. The present
Committee consists of Mr. A. E. S.
Alves, President, Mr. A. J.
Osmund, Hon. Secretary, and Mr.
P. A. Yvanovich, Hon. Treasurer.

The Lusitano Billiards Associa-
tion was instrumental in bringing
about the Hong Kong-Shanghai
Portuguese Interport Billiards
games which have taken place
three times, Hong Kong winning
twice and Shanghai once. The
highest break made in these
tournaments was 107 points by
Mr. A. J. Osmund in 1922, while
Mr. E. L. Barros and the late Mr.
L. L. Xavier tied for this honour
in 1912 with 38 points each.

It is indeed inter-
esting to note
that two of the
Colonies' Cham-
pions are among those who took
part in the recent tournament.
They are Mr. A. J. Osmund, pre-
sent Champion of the Colony, and
Mr. P. A. Yvanovich, ex-Cham-
pion, 1920 and 1922. Neither needs
introduction, still it is worth re-
peating that Mr. Osmund won the
championship as early as 1921,
then a mere youth, by beating the
holder, Mr. P. A. Yvanovich: the
scores on that occasion being
1,000-874. Mr. Yvanovich had
his "revenge," however, in the
following year (1922) regaining
his lost title after an interesting
series of games with the final
score 1,000-752. After winning
the Championship again in 1923
Mr. Osmund was successful in de-
fending his title in 1924 and 1925.

Whereas at one
Hint for the time
V.R.C.
Club of Hong
Kong used to promote the Bil-
liards Championship of the
Colony, since 1925 no cham-
pionships have taken place. It would
be encouraging to see a revival
of the feature. It would not be
out of place to mention Mr.
Osmund's highest break of 267
points made at the Club Lusitano
in March, 1925, also two others of
over two hundred points each,
224 points in November, 1922,
and 209 points in February, 1925,
both at the Catholic Union Club.
Only recently during practice
he made two nice breaks
of 163 and 143 at the Catholic
Union Club.

SUNDAY SALLIES.

Trade note: The cane industry
is improving (in our Police Courts).

A schoolboy's melancholy thought:
"Chinese New Year celebrations are
at last past."

Carnera has gone to America, the
land of the stars and swipes for
most heavy-weights.

Breaking a promise is becoming
an expensive business.—\$50,000 has
been awarded in a "breach" case.

"What sort of Chinese New Year
did you have?"
"Splendid! My son got a toy rail-
way."

A man who stole four iron bars
will now see iron bars before him
in jail for four months.—One month
for each bar.

It seems only right that the Home
Government at this time of year
should also have a Coal Bill to cause
it embarrassment.

Canton Paper: "Building of 300
in Canton will soon begin."—It
takes some animal sense to learn
that "300" should be Zoo.

"Still another society engagement
broken off" reads a heading.—
Women are so unpunctual they seem
incapable of keeping them.

The number of women who have
attended recent boxing matches
prove that the fair sex are as keen
on the ring as ever they were.

In this year's British open golf
championship £400 will be shared by
the twenty-two leaders in the
tournament.—Not a bad "golf
drive."

Carnera, it is said, is liable to be
called on for military service in
France.—We console with those
other pollus who will have to keep
pace with him.

In the replayed Junior Shield tie
between the Somerset and the
Navy Early was early in the pic-
ture.—The Early "94" caught the
Naval "worm!"

According to statistics, a sur-
prising number of novellists were
builders in early life. 3,000, even
then they would be gathering
material for a story.

The Chinese New Year, so far,
seems to have got the wind up.

In America, a couple have been
married by phone.—These modern
inventions are always a mixed bless-
ing.

Hong Kong weather, at present, is
described as reasonable.—We've
heard it called other more appro-
priate names.

Running a big car, a judge thinks,
is the way to get into dire poverty.
—Poor drivers certainly seem to
land in trouble.

A Minister of Art in every
Cabinet is suggested; but aren't
our politicians artful enough as it
is?

Family song of the Carneras:—
After the gong has gone, mother,
After the gong has gone,
I'll go in and smite him,
I'll jolly well fight him—
But after the gong has gone.

The Chinese lad of 13 who got
six strokes with the cane for steal-
ing a log of wood in Kowloon could
not be said to have a stroke of
luck.—His age—the unlucky 13—
was against him.

An M.P. has challenged any of his
political opponents to a singing
contest.—M.P.'s are so often in hot
water that they have more practice
than those Kowloon folk who merely
sing in their baths.

A critic says that slim volumes of
modern verse are becoming surpris-
ingly popular. They are, of course,
so very handy for balancing a table
in a Kowloon flat which has one leg
a trifle shorter than the others.

A Kowloon taxi driver says there
are no tips given by the women of
Kowloon or the ladies of the
Peak.—But even in the matter of
her age the modern woman (and
lady) can't afford to give anything
away!

A bus traveller was heard to
declare yesterday that when he
journeys alone in Nathan Road he
passes the time by counting the
shops that are open on the route.—
He thinks, too, that he will yet see
the day when it will be easier to
count the shops that are not open
on Chinese New Year's Day.

The French Rugby victory in
Paris evidently inspired the Par-
isian journalists to Colombes and
Colombes.

There are, we are told, optimistic
prospects in the steel industry, so
we can look forward to brighter
British steel.

Pipe smokers and players of
musical instruments are demanding
special adaptations of artificial
teeth.—By gum!

A footballer has had to give up
the game because of double vision.
—Macropor complains that it costs
too much to make him see double.

She was only a fireman's daughter,
You could tell it by her hose;
A ladder meant nothing to her, sir,
If only her 'flames' would propose.

A servant at Home has been left
a legacy of over £5,000,000. We
wonder if she will let it "just slip
through her fingers" like crockery.

Another mysterious mail bag dis-
appearance is reported on the Home
papers.—We suggest that someone
is not keeping strictly to the "letter"
of the law.

A letter-writer to an editor points
out that people don't choose the
colour of their hair.—Women, how-
ever, are often simply dyeing to
change it.

The question is asked as to whe-
ther we should scrap the history of
Scotland.—But, of course, the his-
tory of Scotland is so frequently a
chronicle of "scrapes."

The motto of the Chinese Indian
this Chinese New Year appeared to
be—"Are you feminine and are you
married? Then what you need is a
fancy box of matches with a tassel."

A medical authority declares that
we are marching forward to the day
when synthetic foods will eventu-
ally kill us.—They will receive every
assistance from the Kowloon land-
ladies and Hong Kong native res-
taurants.

From a famous racing motorist
comes the statement that he makes
a pet of his car. That is nothing
to the Kowloon owner of a two-
wheeler who has taught the "cute lit-
tle thing" to sit up on its hind wheels
and beg.

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HONG KONG, SUNDAY, FEBRUARY 9, 1930.

The High Cost of Living

EVERY week sees the cost of living rise still higher, all through
the fall in exchange. The precious theory that everything will
work out for the betterment of all in the Colony in the long run
leaves the average individual, be he employer or employee, cold and
indifferent. The prospect of things finding a stable level one, five,
or even ten, years hereafter, is not sufficient of itself to make
optimists of us all, or to lead us to pretend that we are conferring
an inestimable boon on humanity by paying at the present moment
15 to 25 per cent. dearer for the necessities of life than we did a
few short weeks ago.

Every purchaser of imported goods, the Government, business
firms, and private individuals alike, finds the position growing more
acute and more embarrassing week by week. All have the feeling
of sinking gradually in a bottomless abyss, stripped of past savings
and present earnings—all sacrificed on the altar of low exchange.
Any philosophical traits in our nature are, moreover, swept out of
our very being by the knowledge that in certain cases the rise in
certain imported goods is far beyond a proportion in reason with the
greater cost of importation. Exploiters and profiteers are rampant,
fattening on our "Innocents Abroad" who do not know the difference
between a well-established foreign or Chinese retailer and one to whom
"money is no object"—the money of other people! Even
before the slump in the dollar the variations in prices of the same
brands of goods at certain retail shops were nothing if not simply
wonderful and inexplicable.

The worst feature of the whole sorry business is that it is
"nobody's business" to seek to find a palliative in the absence of any
machinery whereby profiteers can be not alone exposed but penalised
for their machinations. A Price-Fixing Commission has been sug-
gested, composed of official and non-official members of note in the
community. But with hope ever springing eternal in the official
breast that exchange will either recover or that the general balance
of trade will eventually be automatically adjusted in favour of the
consumer of imported goods, it is not likely that the appointment
of such a Commission shall be found commendable. It is common
knowledge that an Admiralty Commission is on its way to this
Colony now from Ceylon and Malaya with the definite purpose of
making enquiries on the spot into the cost of living in its relation
to the local Naval establishment. That Commission set out from
Whitehall weeks before the paralysing drop in the dollar. It is also
believed that the Army Command has instituted enquiries in the
same direction as the result of representations made since the dollar
slumped so disastrously. It may be possible, therefore, to waive
any question of official action and to suggest that the General Cham-
ber of Commerce and the Chinese Chamber of Commerce might join
hands with the Naval and Military enquirers with a view to evolving
not only a common report on the present cost of living but a common
series of recommendations in the direction of betterment and of
crushing out the profiteer. It seems curious that three bodies
should take the trouble of making independent investigations and
recommendations for the common good if it were found that united
action might result in sounder conclusions.

HONG KONG FAIRY STORIES

A reliability trial for Police
Court witnesses is to be held.

The K.O.S.B. greatly regret
their early departure from the
Colony.

Chiang Kai-shek has put in an
application for the Governorship
of Hong Kong.

Competitors in the forthcoming
Marathon are to be regaled with
Mobilol at specified intervals.

Retail dealers and bus conduc-
tors are now gladly accepting
Mexican dollars at the rate of 100
cents each.

Only bus conductors who are
genuinely dumb will be allowed at
the Star Ferry terminals on the
Kowloon side.

CHINA'S NEW YEAR GIFT

Ludicrous as it may seem from
even the most cursory examina-
tion of the facts, the central
Chinese Government in Nanking
solemnly issued the long pro-
mised official mandate that on
"the first day of the first
month of the nineteenth year of
the Republic," all extra-territorial
privileges enjoyed by nationals of
foreign Powers by treaty would
be abrogated. China's proclivity
for tearing up treaties and agree-
ments appears to be in inverse
ratio to her capacity for the
achievement of internal stability
and reform. With a restricted
sphere of influence in its own
country, faced with the recurrent
outbreaks of rebellious war lords,
harassed by the left wing of its
own party and impoverished by
military operations, the Nanking
Government is yet adopting in
the international sphere an in-
tractable policy that would be ap-
proached with hesitancy even by
a Power of unimpeachable
stability and uncommon strength.

NO TRUST

China's application to the
foreign Governments some
months ago for their voluntary
relinquishment of extraterritorial
rights met with a firm but polite
refusal, the British and American
answers indicating a willingness
to negotiate for the gradual with-
drawal of the privileges but de-
manding, as a precedent to any
concessions, the reform of the
Chinese judicial system in accord-
ance with modern concepts of
jurisprudence. In the present
turbulent state of China no
Power is prepared to trust the
lives of its nationals to the in-
competent protection of a Govern-
ment whose own existence is by
no means secure and which, since
the replies were made, has
escaped overthrow in the recent
revolt, more by tortuous diplo-
macy and monetary payments
than by a triumph of arms.
Neither will any Power trust its
nationals to the corrupt and
archaic practices of Chinese law,
which the abrogation of, extra-
territorial rights—or consular
jurisdiction—requires.

NO IMPERIALISTIC GREED

The plea of the Nanking Gov-
ernment—now a demand—is for
the complete sovereignty of
China, which is impaired by the
"unequal" treaties. The history
of the negotiation of those
treaties shows not Imperialistic
greed but a desire, long denied,
for equal treatment for foreign-
ers, and the protection of legiti-
mate commerce from illegal bur-
dens. The Powers, moreover,
freely recognise the claim for
Chinese sovereignty. All they
require is evidence that it is safe
to withdraw their defence forces
and relinquish their legal
authority in the treaty settle-
ments. The integrity of China
was guaranteed at the Washing-
ton Conference in 1921. Subse-
quently an international commis-
sion (in 1926) investigated the
possibility of withdrawing extra-
territorial rights. Their report
indicated that such action should
await general acceptance by the
Chinese people of a civil and
criminal code in conformity with
modern Western ideas, and
evidence of an impartial
judiciary, which at that time
was under military domination.
Those conditions have not been
fulfilled. There is ample evidence
that military interference with
the processes of law has been
superceded by political inter-
ference, and that the courts are
merely the instruments of the
Kuomintang. The experiment
of a probationary period in the
Shanghai Court has been a doleful
experience.

UNCONSCIOUS HUMOUR

The high-handed action of Nanking
can hardly succeed. A New
Year gift to the Powers of a
piece of unconscious humour can
best describe it. Even Dr. Wang
(the Nationalist Foreign Minis-
ter) has admitted that the
enforcement of the abrogation
without the consent of the foreign
Governments is impossible, and
that consent, under present con-
ditions, is beyond hope. Ulti-
mately, it could hardly mean less
than the withdrawal of foreigners
from China, with immense com-
mercial and property losses that
could not be accepted. China's
action, in view of previous
failures, reflects undying faith in
foreign complacency. An out-
standing case was the Chinese
denunciation last year of the
commercial treaty with Japan,
which included extra-territorial
clauses. In the face of Japanese
opposition the Chiang Kai-shek
Ministry has not yet found either
the means or the courage to
scrap the treaty.

EUROPEAN POPULATION

Sir,—Can you give me any figures
regarding the European population
of Hong Kong and Kowloon (ex-
cluding the Portuguese and Military
community) for 1929 as compared
with, say two or three years ago?
It would be interesting to know
these facts in view of the present
trade situation, the fact that many
stores entering to the European
community are doing much less
business than they did three years
ago, and that hotels and clubs also
entering to this community seem to
be having a hard time to keep going.
It seems to me that there has been
a gradual but steady outflowing
of the British and American residents
since the strike of 1925.

Yours, etc.,

STATISTICIAN.

Hong Kong, February 7.

**GREEN ISLAND CEMENT
CO., LTD.**

Sir,—At the extraordinary
meeting of shareholders of this
Company held on the 5th inst. it
was decided to remove Messrs.
Shewan, Tomes & Co. from the
office of General Managers and to
pay them compensation for such
removal any such sum as the
Company in general meeting may
hereafter decide, and an able plea
for adequate compensation to
Messrs. Shewan, Tomes & Co. was
made by the Hon. Mr. Braga in
accordance with the resolution. As I
shall be absent from the Colony
and therefore unable to attend
the confirmatory meeting of the
26th inst. I now with your per-
mission endorse fully the plea of
Mr. Braga for liberal compensa-
tion to Messrs. Shewan, Tomes.
My knowledge and personal ob-
servation of the working of this
Company extends over the whole
forty years so ably covered by
Mr. Braga in his speech, and I
well remember the shares quoted
at \$1.00, and the very trying
periods in the Company's history
which he has so well described.
In addition to the vital assistance
of Mr. Shewan at that time, as
stated by Mr. Braga, I would re-

fer to the sound judgment of Mr.
Shewan in selecting and manag-
ing his staff, the then Works
Manager and Chief Engineer be-
longing men of extraordinary ability
and character, and with their as-
sistants devoted to the interests
of the Company not one cent of
whose money was knowingly wast-
ed. It was of course continuous
day and night and Sunday work
in the Factory in the heat and
cement dust, and I well remem-
ber the European staff themselves
stoking the old style kilns and
training the workmen. It was
killing work, the staff wishing
their throats a mile long for cold
drinks, and the living conditions
at Green Island by no means
ideal. But the Manager and
staff who were called out at any
time during the night never re-
laxed or became disheartened but
strove continuously to keep the
Factory going under great diffi-
culties and at the least possible
cost. The same economy exists at
the Hok-On Factory to-day, and
right through those forty years
the main spring of this devotion,
loyalty, and unselfish service has
been the encouraging personality,
ability and tact of Mr. Shewan
himself who financed the Com-
pany when moribund and bank-
rupt, has never lost faith in it
and has lived to see the Company
able to run under its own Direc-
tors, pay nearly \$10,000,000 in
dividends and its capital increase
from \$200,000 to \$3,400,000 as
stated by Mr. Braga. In view of
the foregoing facts and those
given by Mr. Braga my vote is
for liberal compensation to
Messrs. Shewan, Tomes.
Yours, etc.,
W. S. BAILEY.

Kowloon, February 8, 1930.

A meeting of the Hong Kong
Football Association will be held in
the Association Offices at 5.30 p.m.
on Tuesday, February 11.

The following names have been
added to the Register of Medical
Practitioners: John Edward Hula
Cogan, B.M., B.S. (Glasgow) and
Alfred John Skinn, B.M., B.S.
(Edinburgh).

TAIPO TOPICS

[By Wong Tsui-ngau]

The Taipo District Council want
their names to go down to posterity,
and it was suggested that the names
of the members should be inscribed
in a stone on the new incinerator.
For years this stone has remained
virgin, because successive Councils
could not agree as to what should be
engraved on it. The matter is to
be again considered, the proposal
being that the names of the Council
at the time the incinerator is open-
ed should appear on the foundation
stone and those of this Council, the
last of the line, should be inscribed
on another stone. One boob sug-
gested that the best way out of the
difficulty would be to cut "Rest in
peace" on the trees which blocked
the main road.

Scheme for a Spa

One amusing line of dope the
Burgomaster put up was the outline
of a plan for making Taipo a Spa.
Urging that Taipo should take im-
mediate steps to become a Spa be-
fore other non-spa resorts think of
the idea he proceeded with his
draft Spa scheme. He fixed on
Taipo Market as the ideal site.
Having fixed the site, he continues,
the next step is to stage the dis-
covery. Of course, it would be
necessary to resort to subterfuge,
but surely the discovery of a subter-
ranean spring justifies subterranean
methods. On account of the
characteristic dryness of Taipo
due to the loss of the public spanner,
we shall have to enlist the services
of the Water Engineer to lay a main
to supply the waters which must
en route be treated with sulphate of
ammonia to supply the medicinal
qualities. A local resident must
find the spring and preferably one
who knows where to look for it.
After the discovery must come
publicity. Certain people will
have to be let into the secret and
remunerated to play their parts
when the time for "putting it over
the public" arrives. These include:
(a) the Medical Officers, (b) a few
analysts of repute, (c) the Curator
of the Taipo Fire Brigade or rather
Museum of Antiques, (d) the Broad-
casting Department of Salikung and
Autan, (e) Lordie Bradson and
Tiekler, and (f) a few of the "old-
est inhabitants" of the New Ter-
ritories.

Legends Necessary

This may sound a strange con-
glomeration of notables, but on re-

section you will see that all will
be necessary sooner or later. The
Medical Officer must be prepared
to vouch for the medicinal prop-
erties of the water, which must be
supported on analysis. According
to the noble Lords, there are only
two classes of people in this world,
viz., those who know how to make
a wireless set work and those who
do not (the latter being in the
minority). It is hoped to reach
the latter by the aid of the new
Telephone system if it ever starts
up. The "oldest inhabitants"
will, of course, be needed to supply
legends about a mythical lost spring,
spoken of by their ancestors. Re-
cords confirming this must be forth-
coming from the Taipo Museum of
Antiques (Research Department).

This is just a rough outline of the
Spa scheme. Let us now take a
step into the future.

Assuming the scheme goes for-
ward, the following represents a
probable extract from the Taipo
Tattler, June 30, 1940.

From the United Press Special
correspondent at the front).

Wednesday
The 10th annual report of the
Taipo Spa Committee is published
to-day and contains the following
information:—
859,000 visitors took the waters,
an increase of 96,000 over last year.
Famous visitors included Lord
Clement of Singapore, Mr. S. Mouk
of Taipo, Mr. and Mrs. Agate, Mr.
Hodgeson, Mr. Gee Gee, Mr. N. L.
Brown, Mr. Land Dows, Mrs. Nobby,
Mr. and Mrs. Razor, Mr. and Mrs.
Winn-Smith, Mr. and Mrs. Trot-
ters, Mr. and Mrs. G. P. de Swallow,
the First Lord of the Swiss Ad-
miralty, the Duke of Beck and the
other Fanling Stiffs and the Mayors
of Sheklo, Kowloon Tong and Taipo
ably shepherded by the Hon. Mr.
Northern. The annual cross coun-
try bathechair contest attracted 219
entries and was finally won by
Lieut. General Shutevater (R. E.
retired), who will ever be remem-
bered as the man who first con-
ceived the idea of shutting the
water off his neighbour's garden.

The "Kausalag" had also shown up
with some R. N. V. R. but owing
to the small number of her pro-
pellers was unable to manoeuvre
into a strategic position.

(Editor's Note:—The doctor
has diagnosed our correspondent's
complaint as "pneumonia.")

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for
1930

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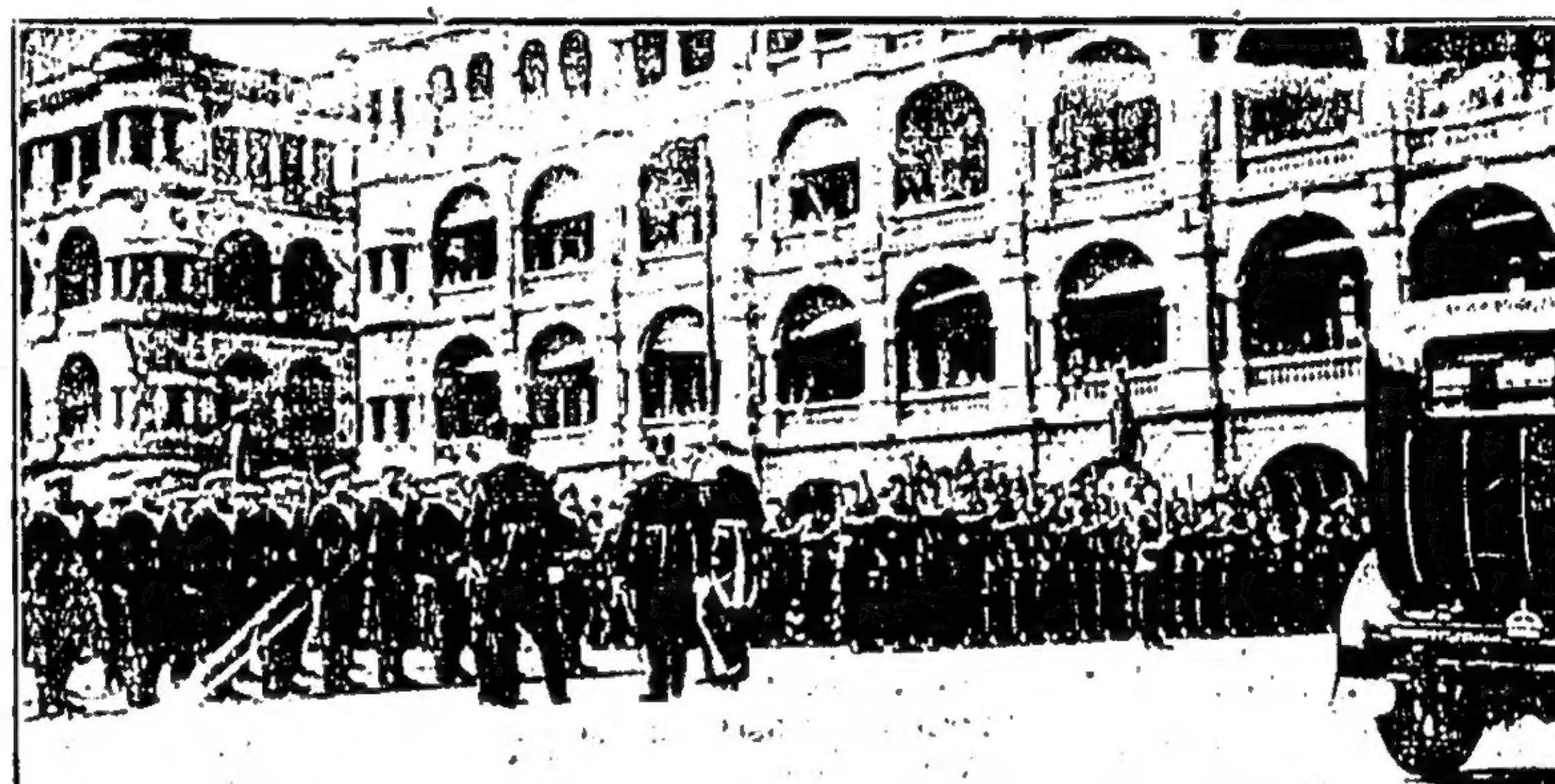
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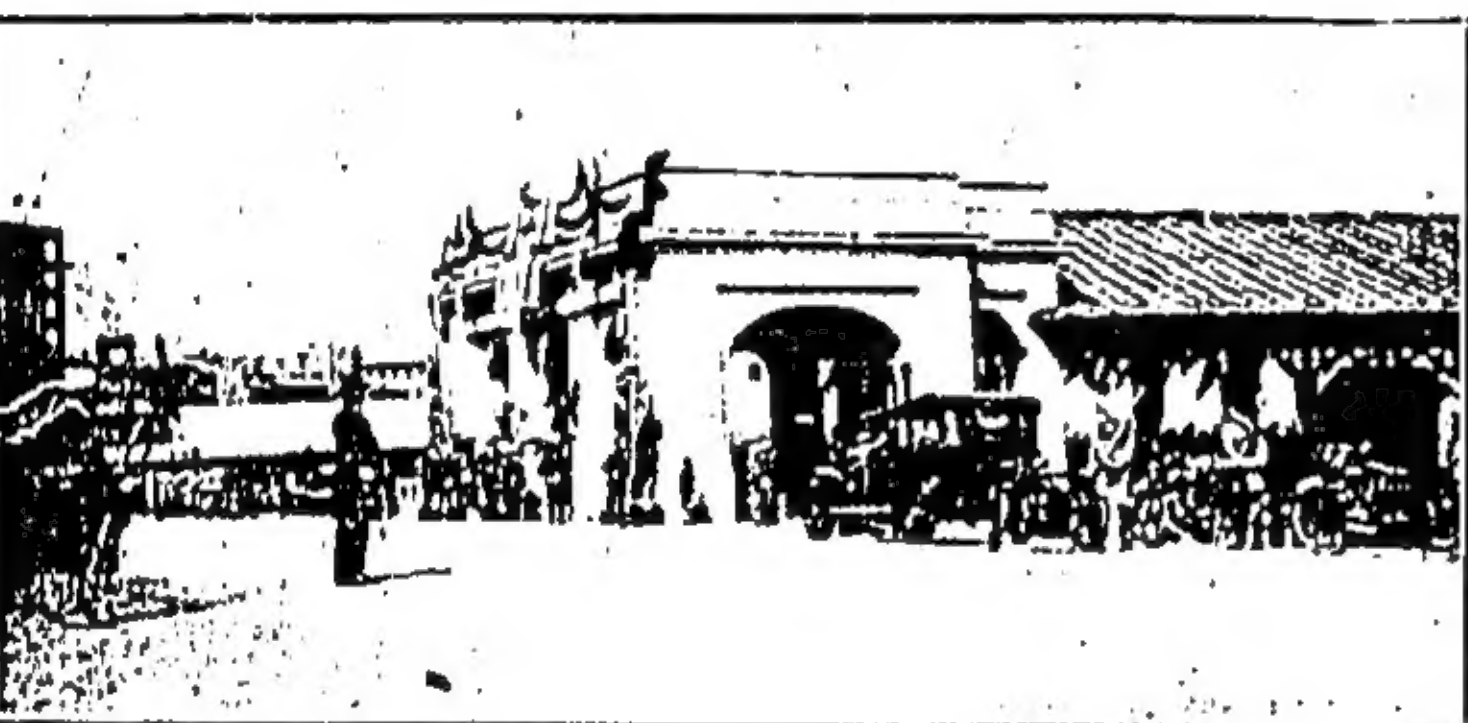
RELIABILITY TRIAL.—A scene at the start of the motor cycle reliability trial. Competitors commencing to line up in numerical order.



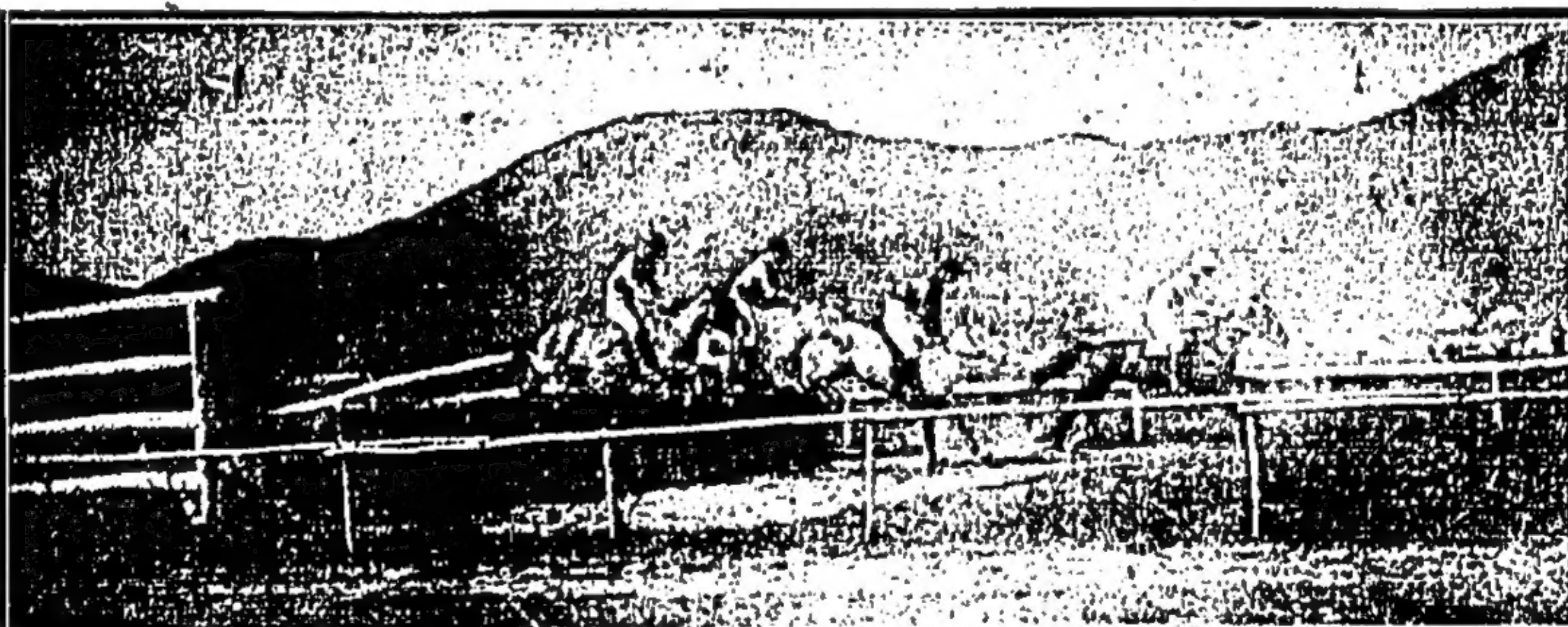
LOCAL SCHOOL KIDDIES.—The children of the kindergarten class at Maryknoll Convent, Kowloon.



HIS EXCELLENCY the Governor commencing his inspection of the Guard of Honour provided by the 2nd Batta. K.O.S.B.



THE ARRIVAL of His Excellency the Governor at Queen's Statue Pier, headed by the Motor Cycle section of the H.K.V.D.C. The pier can be seen in gala attire.



MR. STANTON'S November (owner up) leading over the jump in front of the stand in the Fat Choy Stakes at Kwant during the Chinese New Year's Steeplechase meeting.



MR. "JONNY" HEARD'S Christmas Frolic, ridden by Mr. T. Bolteel, winner of the Midwinter Handicap at Kwant racecourse on February 2, 1930.



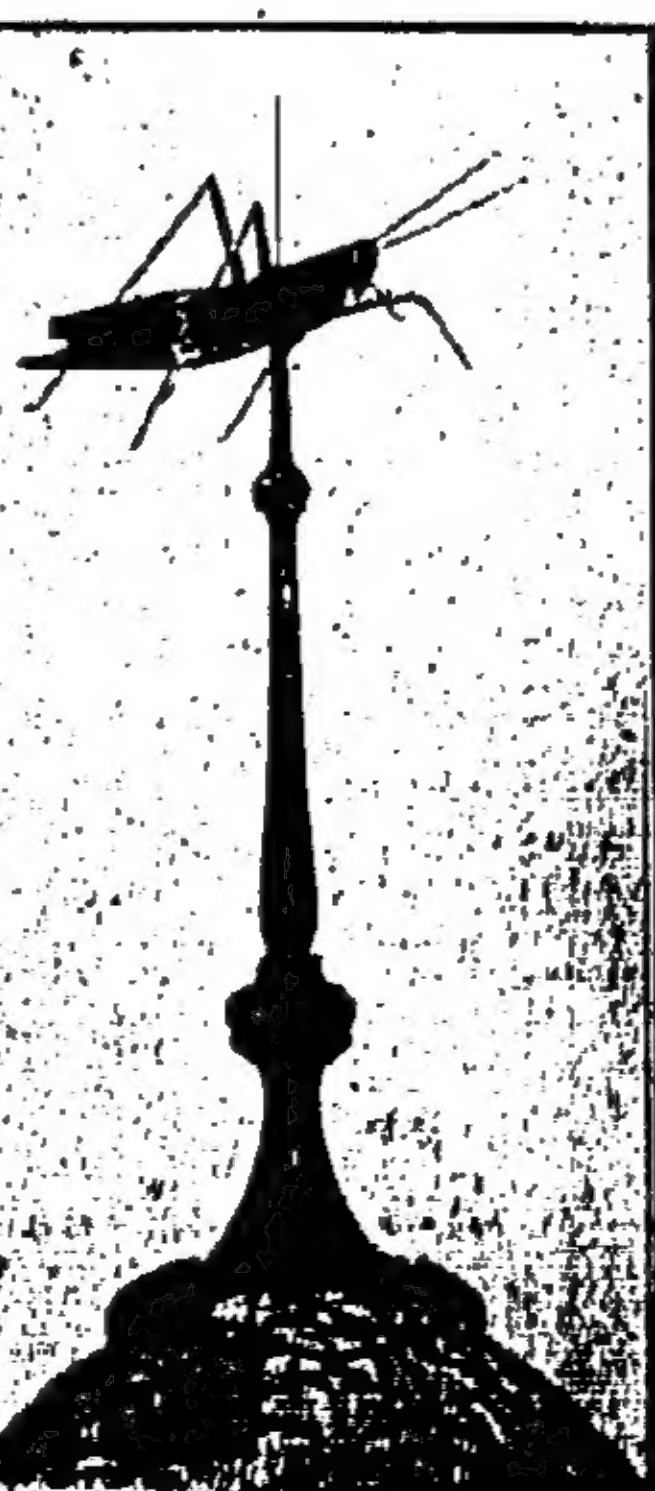
(Above). — SOLDIERS AT REST.—Men and non-commissioned officers of the 1st Bn. Somerset Light Infantry out at Sun Wat camp in the north of the New Territories.—(K. Fujiyama).



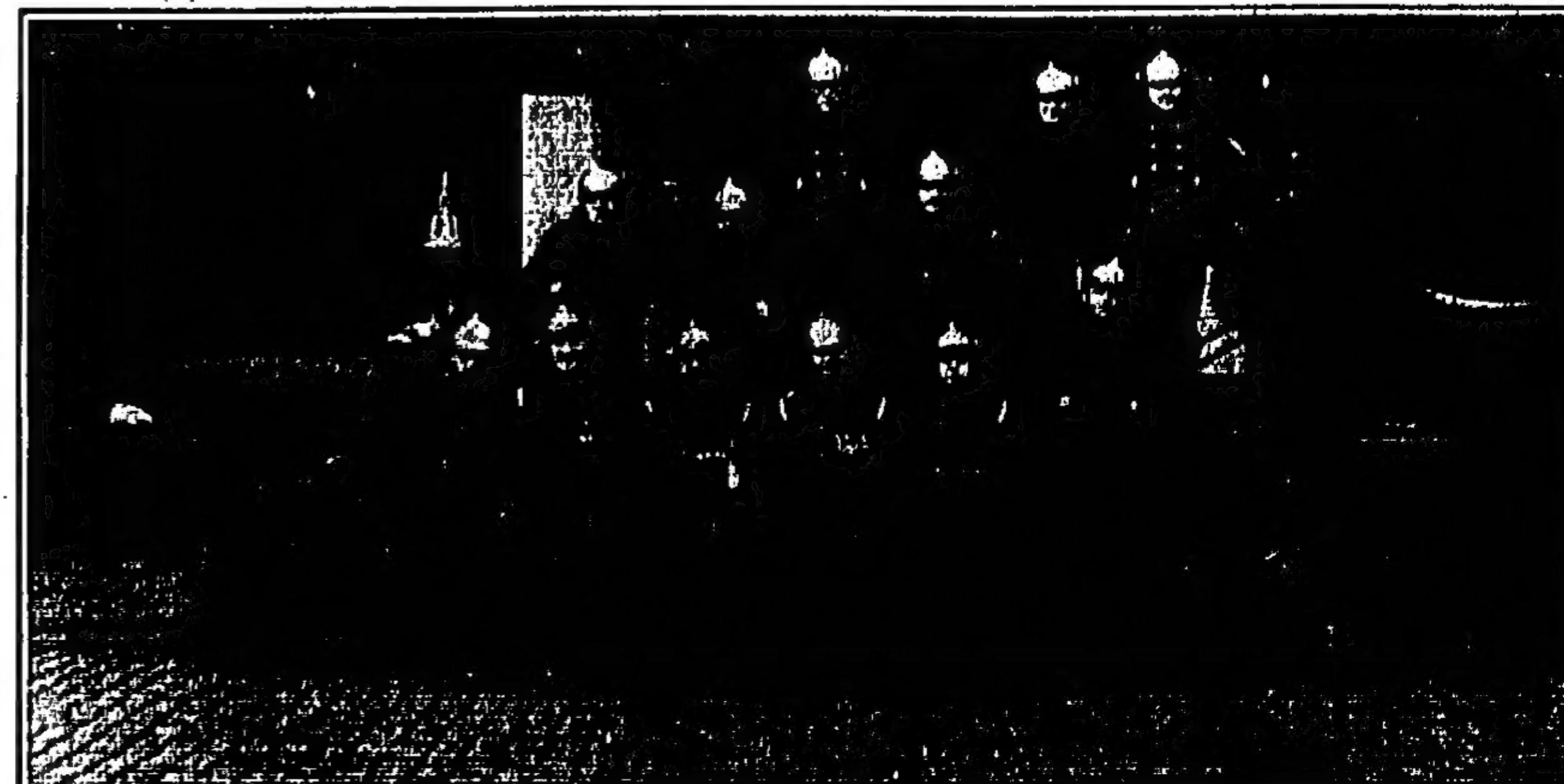
A LEADING PERSONALITY.—Mr. Arnold Bennett, the famous author, journalist and playwright.—(Sport and General).



MRS. LEIFER leading in Mr. Stanton's November, winner of the Fat Choy Stakes at Kwant on February 2, 1930.



(At left). — LONDON'S CURIOSITY.—The grasshopper vane on the tower of the Royal Exchange, London, is a quaint sign often missed by passers-by. The story of its origin is, that whilst hunting in a field for grasshoppers, some children discovered a baby boy who grew up to be Sir Thomas Gresham, the founder of the Royal Exchange in 1666.—(Sport and General).



PART OF "LE TORRENT"—No. 2 Company of the French Volunteer Fire Brigade, Shanghai, photographed recently. Mr. G. C. Nazer (Foreman), Mr. John Huxley (1st Assistant Foreman), Mr. L. Stokes (2nd Assistant Foreman) and Mr. G. E. O. Mayne (Foreman of the Reserves) are seen sitting in the front row.—(Photo by Ah Fong).

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FOR
Increase of Appetite, Better Appearance,
Increase feeling of fitness, and
Increase in Weight.

The Best Nerve Food for
the Tropics

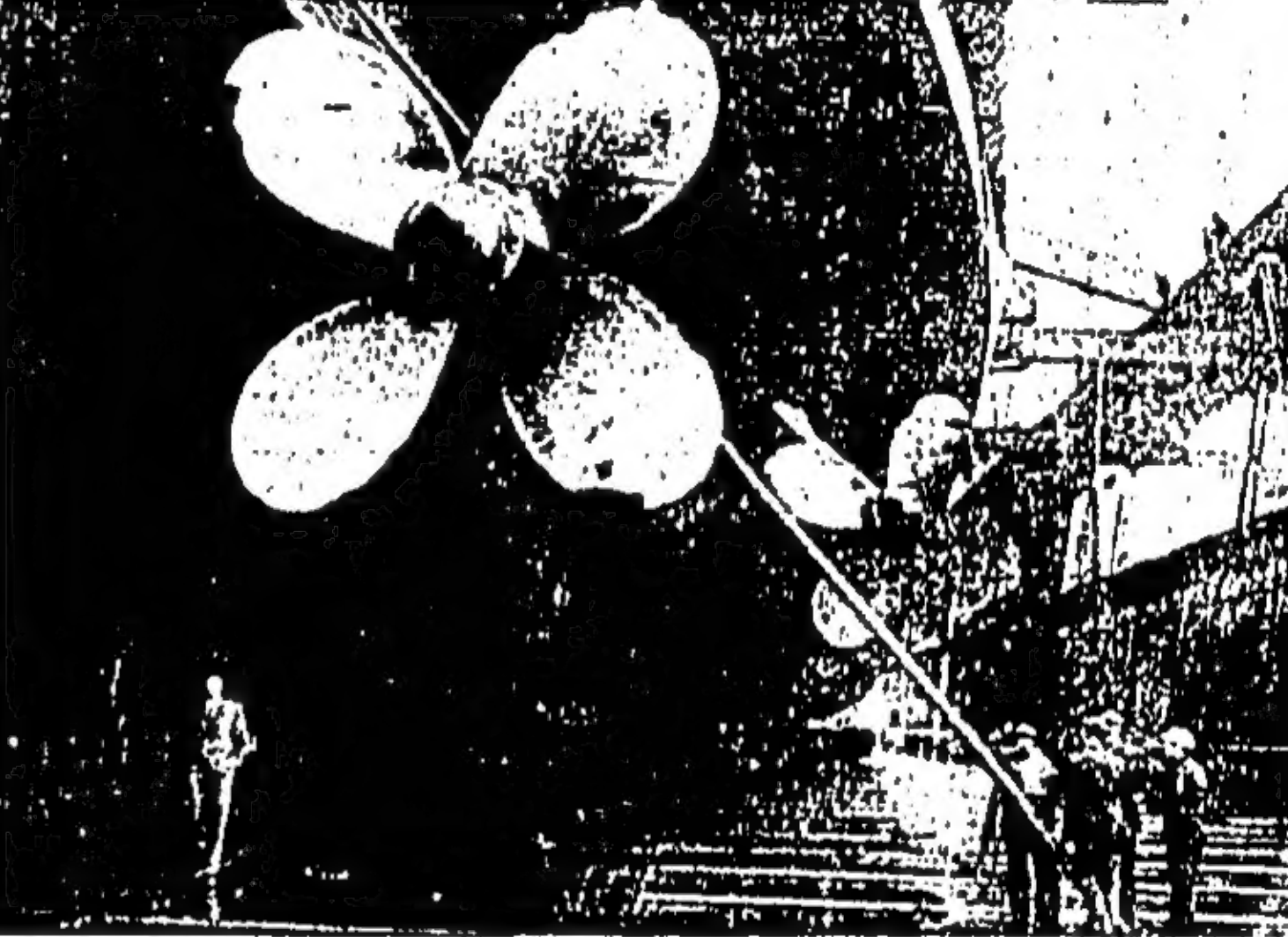
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In bottles of 250 and 100 gram
and boxes of 54 pastilles.

Obtainable from all dispensaries and Stores.

**CHOCOLATES
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FOR EVERY TASTE

A box of chocolates, or a
pound of candy or toffee is
always welcome in the house.
See you go to the :—

THE CANADIAN CONFECTIONERY CO.
40, Queen's Rd. C. Opposite Queen's Theatre.



THE BREMEN.—The damaged propeller of the famous North German Lloyd liner and holder of the Atlantic "Blue Riband" in the 60,000-ton floating dock (the largest in England) at Southampton Harbours, undergoing repairs and repainting. Southampton has been chosen in preference to Hamburg in order to avoid taking the vessel up the long and winding channel of the river Elbe.—(Sport and General).



W. G. ROBINSON (A. J. S.—4.00) checking in at the final of the motor cycle reliability trial.

JUST RECEIVED
PRINTED CREPE DE CHINE
SILK STOCKINGS

IN
NEW AND LATEST SHADES.
GOLD AND SILVER TISSUE IN
LARGE VARIETY.

KASHMIR SILK STORE
Opposite Queen's Theatre.



The Woman's Page



MACARONI PIE.

Have some macaroni ready cooked, and place a layer of it in a greased pie-dish. Then add a layer of tomato puree (that is, stewed and sieved tomato), and then a layer of savoury rice. Add salt and pepper and moisten with milk or stock. Cover with pastry and bake.

If liked, you can add a hard-boiled egg and some boiled and sieved onion to the tomato, and be sure that the pie is well flavoured with salt and pepper.

Savoury rice is simply Patna rice cooked in stock and well flavoured.

SPORTS JEWELLERY

"Anything and everything, save precious stones goes to the making of modern Jewellery," was a witty remark heard the other day, and certainly it is true of many of the season's novelties.

One of the new necklaces for sports wear, for instance, is made of maroon suede beads, divided by cone shaped beads striped with beige kid and has a button-hole on suite with alternate petals of maroon suede, beige and gold kid with a maroon and gold leaf as a background.

It is easier, of course, to "say it" with jewellery which though chic and smart is not in itself of intrinsic value. For evening wear long strands of rhinestones, alternated with whatever stone matches the gown, sapphires, rubies or emeralds are a favourite theme, also, of course, crystal, and those tight chokers of brilliantly coloured glass beads, cut in irregular shapes.

DRESSES 50 YEARS AGO

Nowadays, too, when there is some talk of the great cost of pantomimes and the dresses worn, it is of interest (and envy) to know that fifty years ago one pantomime billed in London wore dresses of the Indies each took fifteen yards of silk to make, and each cost the sum of three pounds.

Brocaded Pyjama Style



Satin, combined with rich brocades and velvets, are being fashioned in smart pyjama styles this season. The lady pictured above displays an attractive set showing a tuck-in blouse with a novel neckline, wide-bottomed trousers with lavande cuffs and a knee-length top coat of velvet and brocade.

Travelling Costumes



The icy blasts of Winter, accompanied by dense fogs, are not worrying the pretty quartette shown above. They are "dressed for the piece"—useful and commonsense travelling costumes.

Silk Crepe



Tan silk crepe fashions the skirt and seven-eighths length coat of the suit. As trimming, a tuxedo style collar of brown leather is used, and matched with suede purse and slippers, while the satin blouse shows an eggshell shade which is carried out in the choker necklace of pearls. Hat and stockings are of the shade of the suit.

A frim from make-up can work, until you try it.

Just because you've been using the same cream, or the same soap, or the same rouge, ever since you started to wash, cream or paint, is no good reason for continuing now, is it? A change of diet may do more than rest your skin—it may give it an entirely new point of view!

EVENING SHOES

We are not suggesting that femininity is being forced to flight but merely stating that heels, perhaps because for the moment stockings have faded into obscurity, are coming into prominence.

Evening shoes, indeed, are becoming such gay affairs that they are entering the lists as decorative as well as practical presents. A starfish design carried out in rhinestone, mounted on black enamel heels, that belong to a pair of black satin shoes, is one of the new footwear notions.

A multi-coloured butterfly in small stones on dance shoes of moonlight blue crepe de Chine, is another, and on silver shoes one sees white metal heels 'inset' with stars of crystal or coloured stones.

Shoes nowadays are invariably matched to frocks in colour and often in material too and lacking jewelled heels, are trimmed with something very alluring in buckles, whilst gold and silver kid is often used in conjunction with satin and crepe de Chine.

Green crepe de Chine, strapped with gold went to the making of a pair that held the eye on the dance floor the other night, with square gold buckles, with jade centres set high on the instep.

THE DOLLY VARDON HAT SHOP

St. George's Building.

Opp. Savoy Hotel, Chater Rd.

SPRING HATS



Your skin needs special care in Winter

Let
"FINE-O-XINA"
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NEW
SPRING
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NOW SHOWING.

Kayamall Bldg.
Entrance Gordon's
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Also
AFTERNOON
GOWNS.

HOME BEAUTIFUL

Hints for Modern Flat Dwellers

The Cave Man, although he may have lived dangerously, must at least have led a somewhat uncomfortable and cheerless home life. There were few known methods in his time, of making the home beautiful. The word, with which he ornamented his person, was either too difficult to obtain in quantity, or possibly not suitable as a paint for decorating the inside of his cave.

The modern young man, however, who, together with his modern young wife, sets up a home to-day, labours under no such disadvantage. An instance of this is provided by a newly married couple who recently took possession of a vacant flat in London.

Though in a fair state of repair, the flat required a certain amount of painting and papering to make it attractive and comfortable. Apparently, too, the previous tenants had not been greatly concerned with labour-saving devices. Such items as brass taps and pipes remained in their full brazen nudity. The wasted labour in keeping them bright was quickly dispensed with by coating all such metal work with Blundell—a cellulose lacquer, that dries in less than an hour.

Painted floor surrounds presented a more difficult problem. Alternatives, such as linoleum or stain were ruled out for various reasons, but with the help of an expert a satisfactory solution was found. Here paint was applied and the work was finished with a coat of varnish.

Imitation marble mantelpieces were successfully camouflaged by

painting them over with Pammel. This, in some cases, took a considerable time. In one room, for instance, broken white was painted on a dark background. Here a number of coats were found to be necessary before the final bright finish could be put on.

Broken white Pammel was also used with considerable success on the sides of the stair treads. The glossy finish of this petrifying liquid enamel throws up the colouring of the stair carpet to full effect, and has the additional advantage of being extremely easy to clean.

The kitchen was made light and fresh by repainting the walls with flat-Japenette, a washable oil paint, and coating all the wood work, such as the cupboards and dressers, with Pammel of a lighter shade.

The white paint work in the upper bedrooms was carried out with St. Paul's brand liquid paint. While Blundell, a dark oak stain, which gives light wood the appearance of old oak, was used to great effect on such articles of furniture as bookcases, shelves and picture frames.

The final result was extremely pleasing, and shows at least that the craving for artistic expression is more easily satisfied now than was the case in the days when homes were mainly decorated with enemies' skulls and carpeted with mouldering rushes.

Fox Fur



The suit portrayed above is a Vionnet copy in a Spring green shade with Kamchatka fox fur used to finish the neckline and sleeves. The skirt shows the popular front fullness. The blouse is of an eggshell with a jacket style, while the coat emphasises the narrow hips.

FACE DIETS

The Benefit of Charges

Last week, (writes Margaret Carlton in the Straits Times), a girl I know tried out a brand new beauty preparation—that is, new to her. And the first day everybody was asking her if she had just returned from a holiday so radiant was she looking. The second day other people remarked how "very well she was looking." And the fourth, the same.

But to-day she looks no different than she ever looked before, no better and no worse. Her face has become used to the new beauty preparation. The moral of this incident is—well, that's no compliment to your brain power, is it? Skins, you know, have much in common with digestions. Give them the same old things to eat day after day, with never a variation or a rest period, and they are bound to grow dull, if not something else worse than dull.

Maybe you think your skin is different in this respect. Will you give us a sporting chance to prove you wrong? Try this. If your face has been on a cream diet, put it on a soap diet for two or three days and note the change! It must be a suitable soap, of course. There is no point, ever, in washing a dry skin with a harsh soap.

Or maybe your face has been on a soap diet altogether. Then switch to cleansing cream for a few days. And then just see what happens. Again, provided you choose a suitable cream, you are sure to see a change for the better in the appearance of your skin. Perhaps you are one of those who use soap and cream? Well, that won't let you out of this discussion, either. You can experiment with a cleansing oil or a cleansing tonic!

But this, which we are about to utter, applies to pretty nearly all of you—abstain from make-up for a day or two. Three days, if you have the courage—or if you have the opportunity, we mean. You have simply no idea what wonders

FOR THE RACES.

NEW HATS
NEW FROCKS
NEW BAGS
NEW GLOVES
NEW HOSE
NEW SHOES

Now on Show at:—

LANE, CRAWFORD, LTD.

Ladies' Salon.

PERMANENT WAVING

BY

AMERICAN SPECIALIST

LATE OF

NESTLE'S, NEW YORK.

PRIZEWINNER AT

AMERICAN MASTER'S HAIRDRESSING ASSOCIATION. 1928.

JULIETTE BEAUTY SALON.

1, Wing Lok Building.

Tel. K. 1213.

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MERCERISIN

USED AFTER LAUNDERING

Brings back to Art Silk
Mercerised Cotton & Silk

The Original Silky finish and
Gloss, Crisp Silky Touch and
Sterilisation.



SIMPSON & CO.

China Bldg. --- 6th Floor.

ALEXANDER'S INSTITUT DE BEAUTE

ALEXANDER'S PERMANENT HAIR WAVING is the Ideal Wave. It is a new way of winding the hair from the ends toward the scalp—large, soft, smoother and more natural.

Pedder Building,
1st floor, Room 5,
Telephone C. 5169.

CHARGES MODERATE



We are the only specialists in Hong Kong who are skilled in the art of

FINGER and MARCEL WAVES.

Shampooing, Henna pack (any colour) Massage, Hair Cutting, and Manicure for Ladies and Gentlemen.

A visit will convince you.

Opposite entrance Hong Kong Hotel.

For good honest service — and
thorough musical enjoyment —
select a

MOUTRIE PIANO

Constructed throughout from the
finest materials obtainable — and
fully guaranteed.

Ask for particulars of our terms.

S. MOUTRIE & CO., LTD.
CHATER ROAD.

JUST RECEIVED STOCK OF LYTERLIFE

The Non-Liquid lighter fuel
Produces a clear white flame
No smoke — No Carbon

SENNET FRERES

Marcel Helmsdinger & Levy.
(Successeurs.)
York Building Chater Road

THE PRINCE'S CAFE

AN IDEAL RENDEZVOUS FOR A
QUICK SNACK, TIFFIN, TEA OR
DINNER. WINES ETC. SUPPLIED
WITH MEALS.

CHOCOLATES & CONFECTIONERY
ALSO ON SALE.

Queen's Road C. Next to Kayamally Bldg.

ELECTRICAL ENGINEERS

ELECTRIC MOTORS, LIFTS,
PRIVATE PLANTS,
X-RAY APPARATUS.
Installed, Overhauled and Repaired.

ELECTRIC SUPPLIES STOCKED
LOWCOCK & HO

China Building, Queen's Road C.
1st Floor.

La Mode Beauty Shop

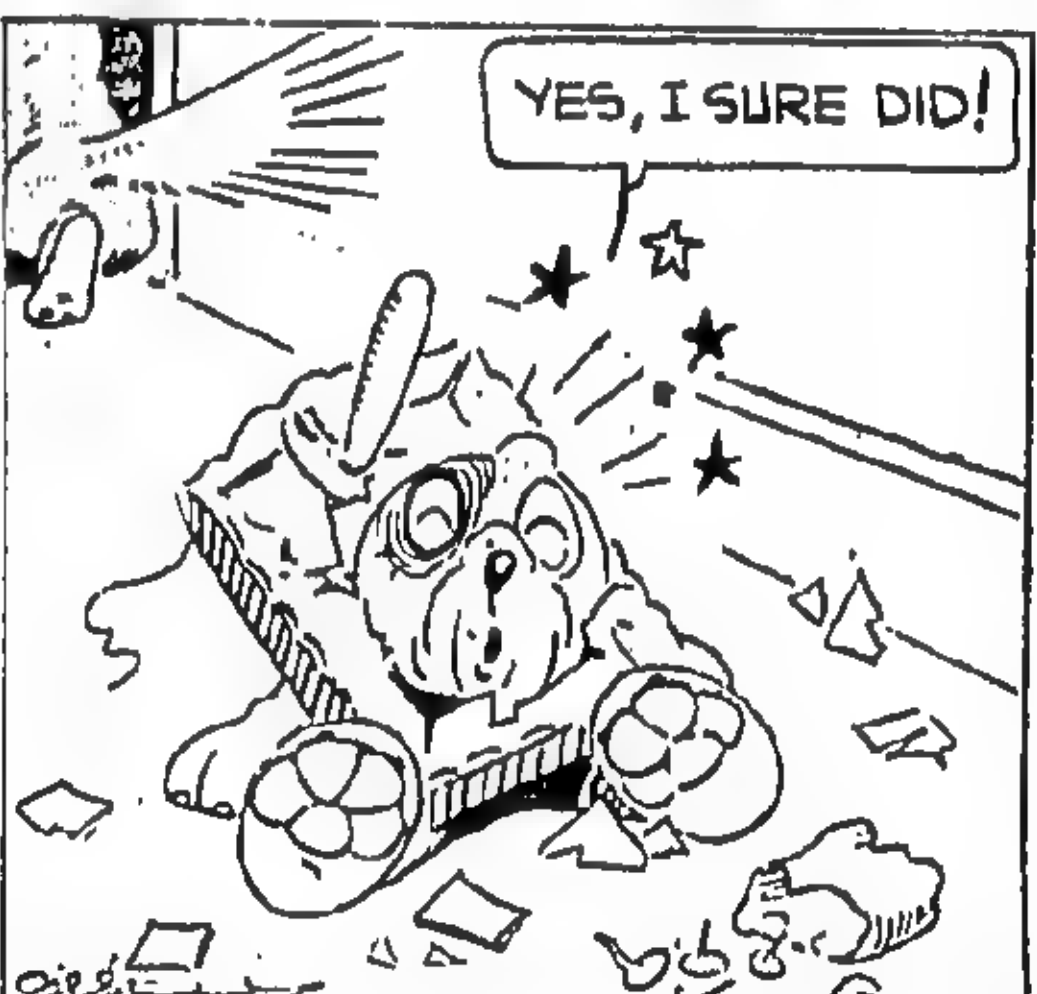
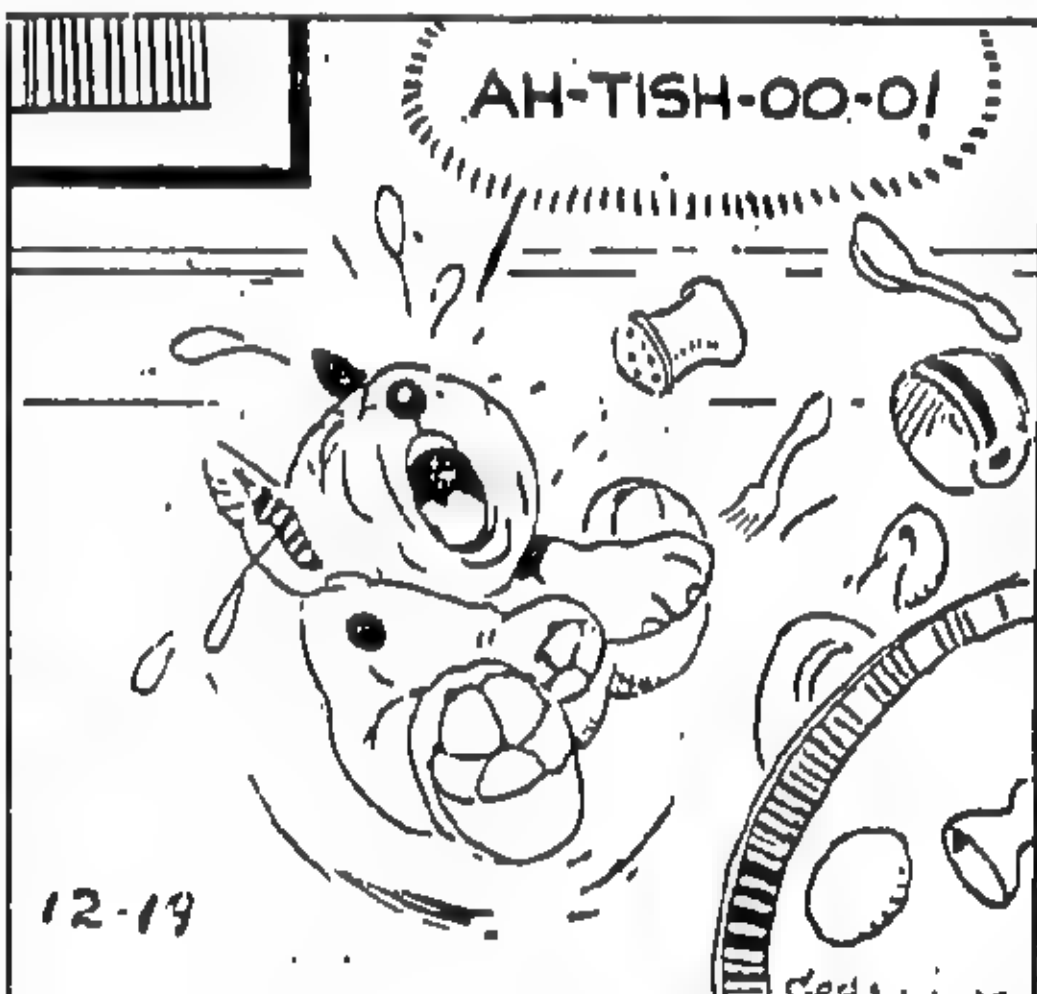
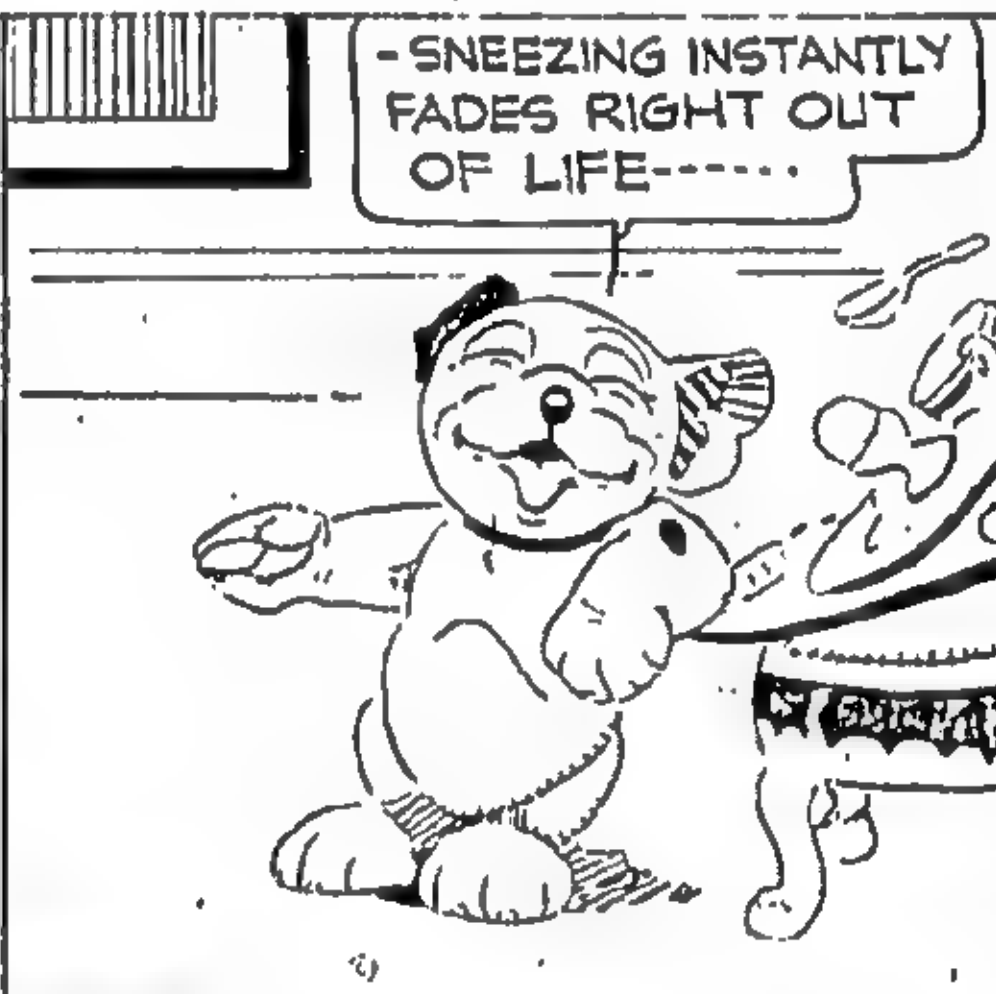
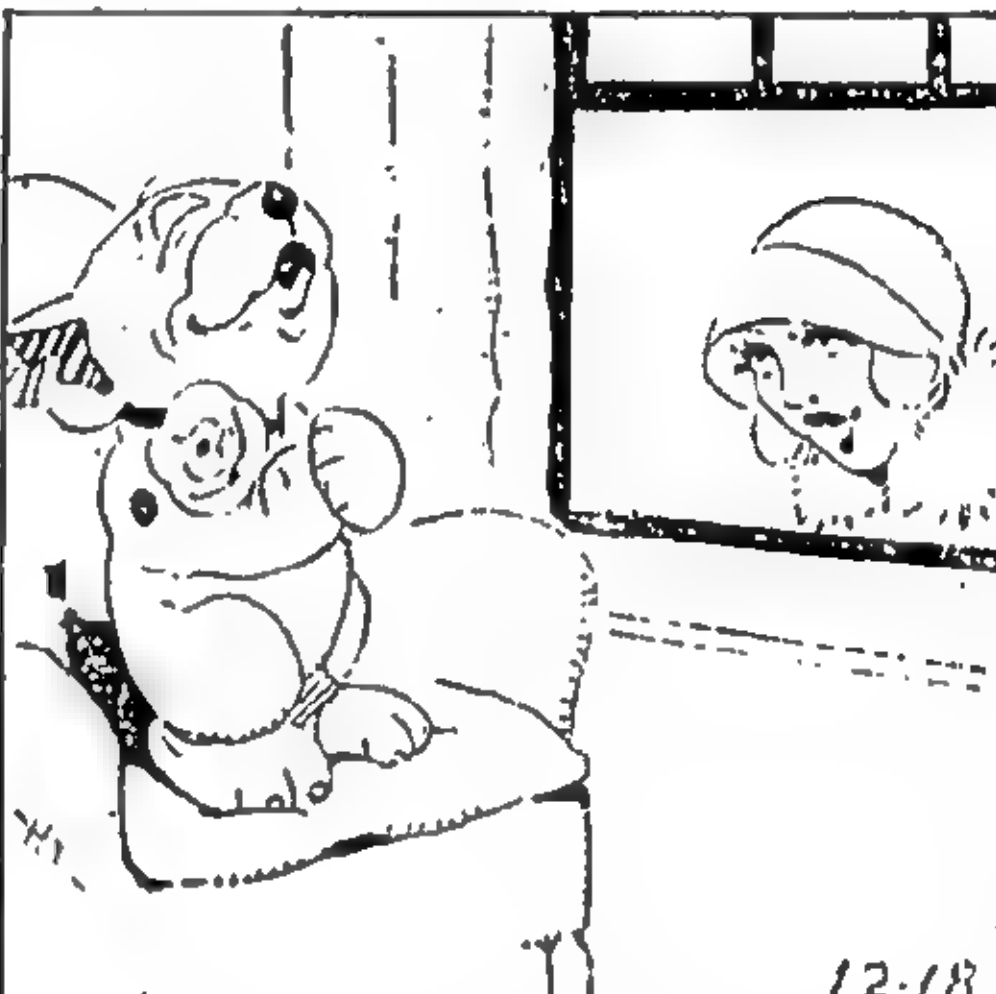
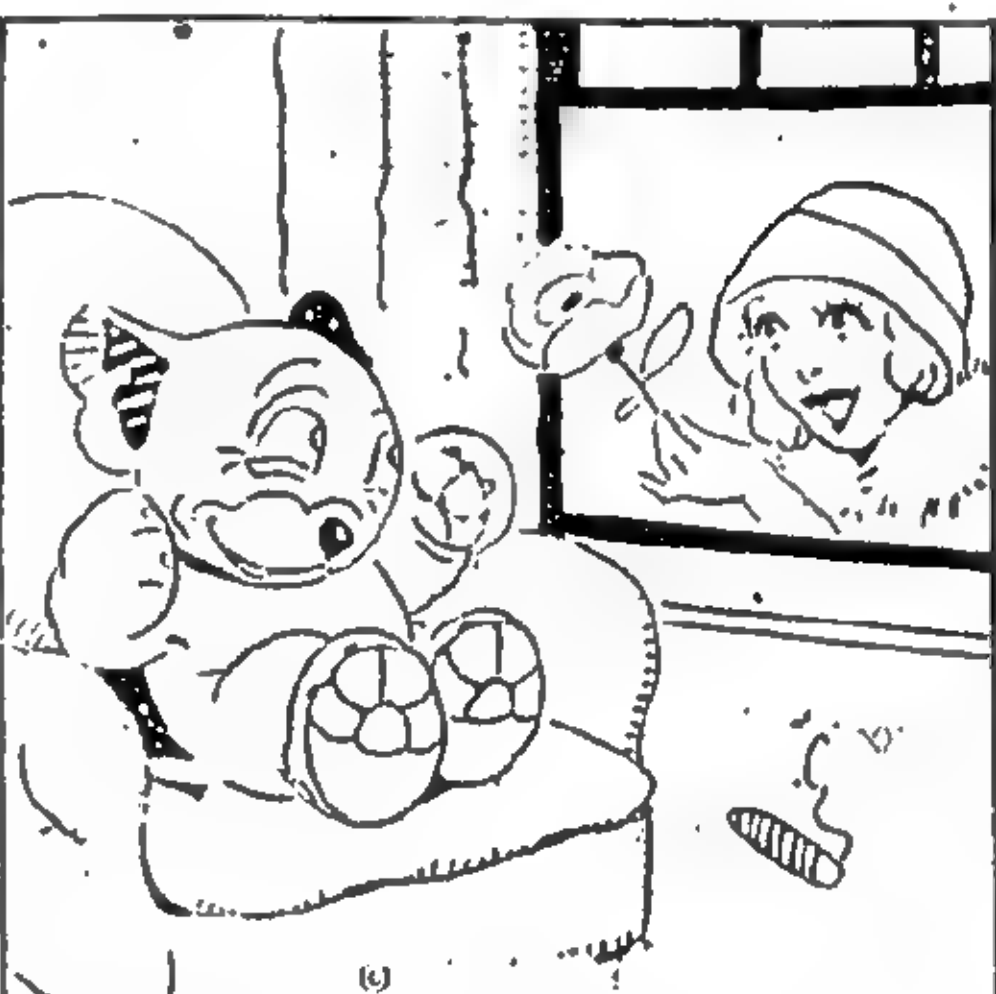
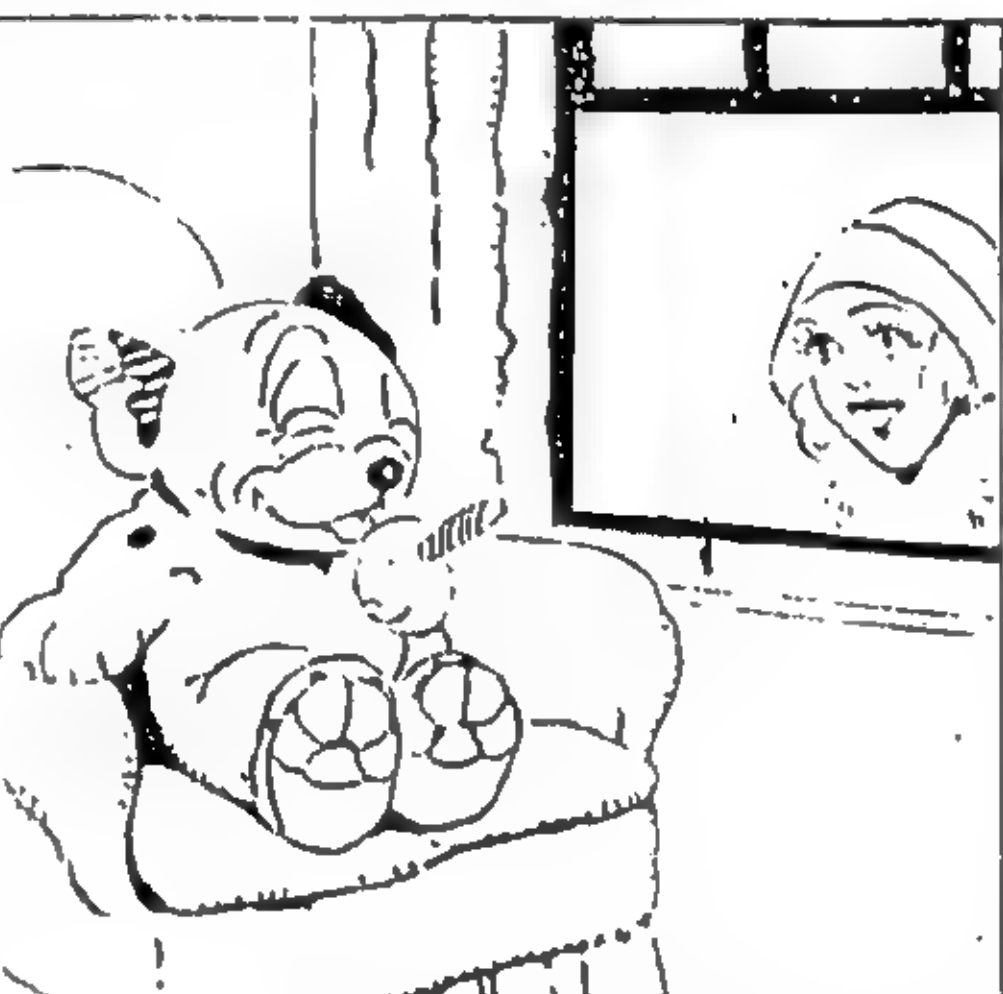
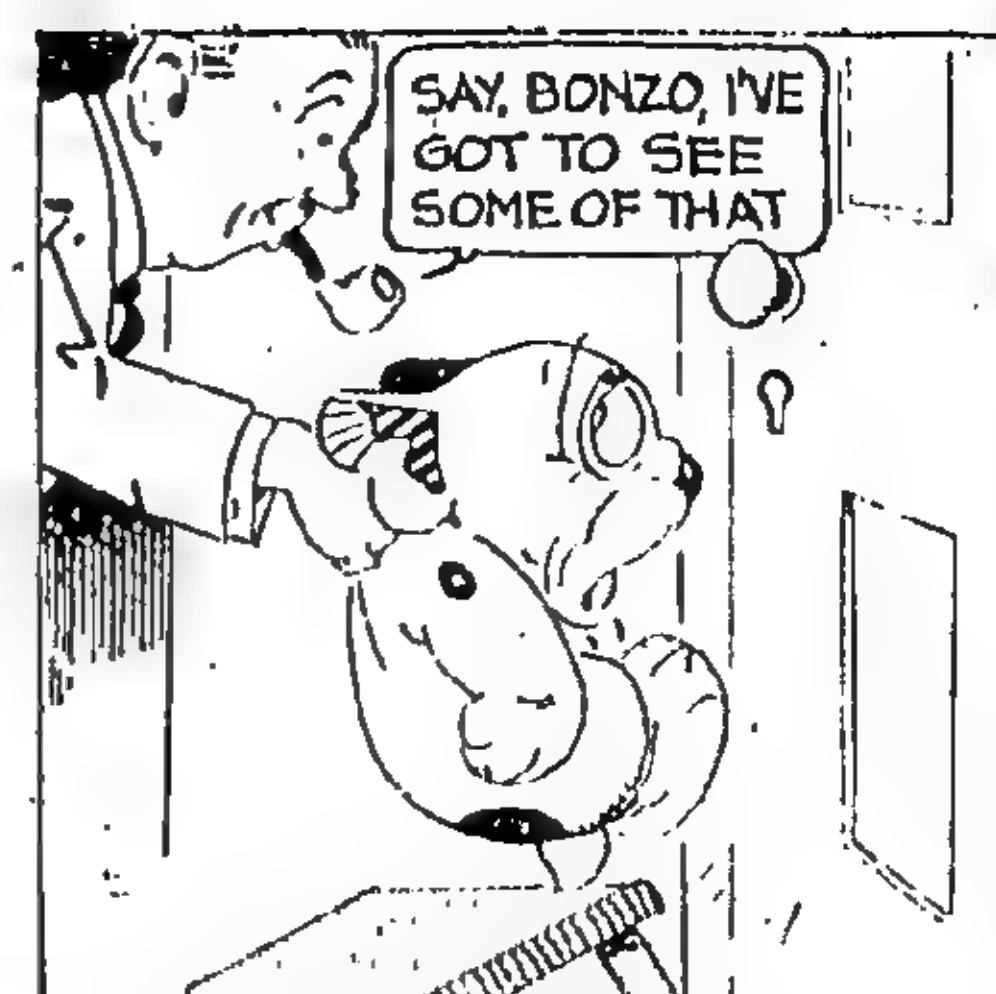
FOR
LADIES and GENTLEMEN.

Hairdressing and Manicure
by Expert Operators in
Hygienic Surroundings.

TO BE WELL GROOMED, PAY US A VISIT
39A, QUEEN'S ROAD CENTRAL. 1st Floor.
Entrance, Pandora.

BONZO

By George Studdy



CLEAN-UP WEEK at WHITEAWAYS

MONDAY, FEBRUARY 10th. to SATURDAY, FEBRUARY 15th.

STOCKTAKING PROCEEDINGS ARE REVEALING A HOST OF ODDMENTS AND REMNANTS

THESE MUST BE CLEARED REGARDLESS OF COST.

BARGAINS AT HALF PRICE!

BARGAINS AT QUARTER PRICE!

SPECIAL BARGAINS AT ONE DOLLAR

SPECIAL BARGAINS AT FIFTY CENTS

WHITEAWAY, LAIDLAW & COMPANY, LIMITED.

HONG KONG.

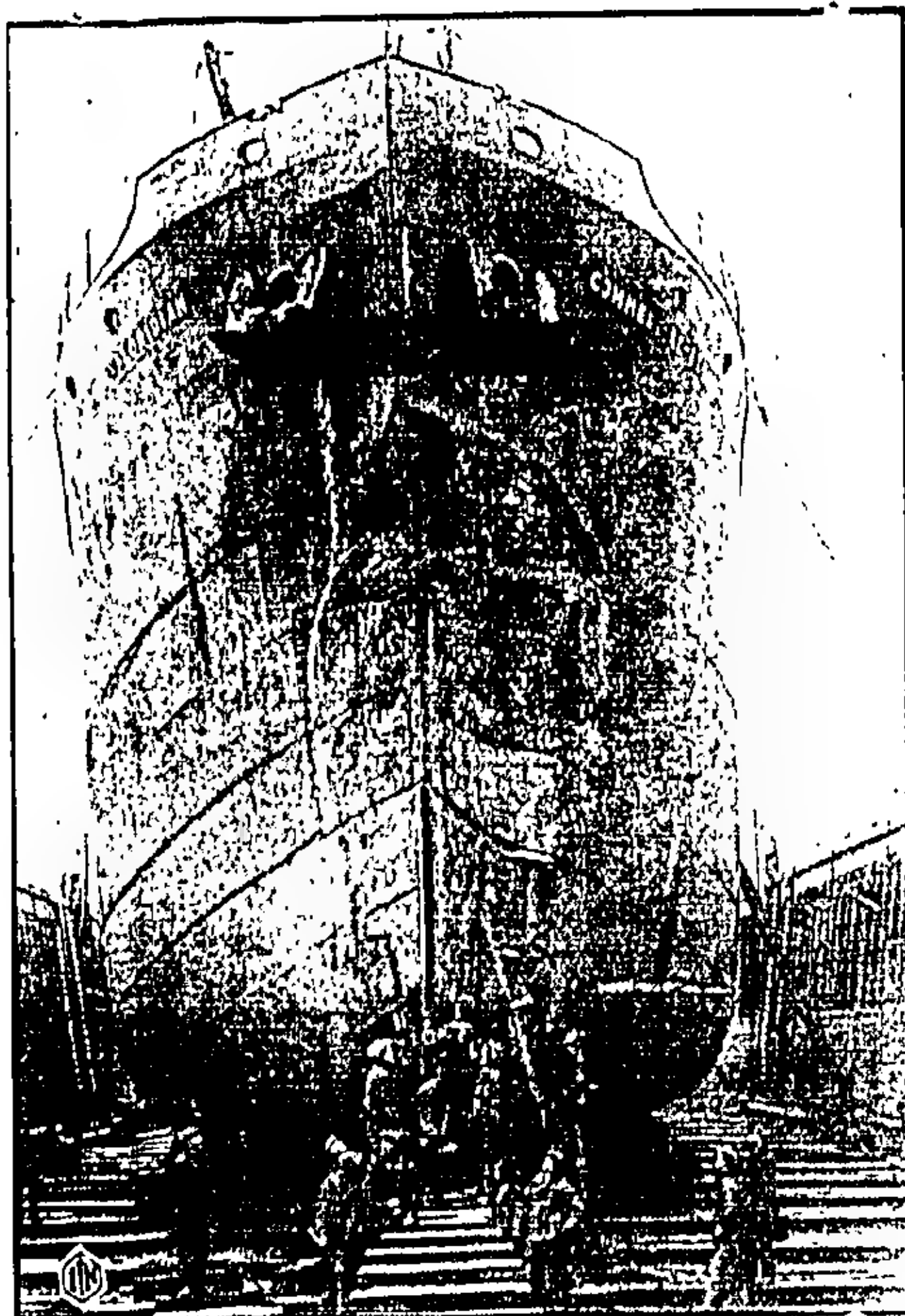
ROUND THE GLOBE IN PICTURES

Chinese Historical Play Staged in School



On the occasion of the 25th annual Speech Day of the Public School for Chinese, Shanghai, the pupils of Class 2B, assisted by Class 2A, staged with great success a Chinese historical playlet in two scenes, entitled "Yen Tse," in the hall of the school, before a large audience of guests and parents of the pupils. The playlet was produced by Mr. Chow Pon-yau, who took great pains in training the youngsters for the production. (Photo by Ah Fong).

After a Collision



The S.S. Floridan, her bow stove in, after a collision with the S.S. Byland of the Statue of Liberty. Two seamen who were covering ladders at the time, fell into the hold and were slightly injured.

Pavlova of the Ice



Pretty seventeen-year old Sonja Henie, whose ice-skating feats have dazzled the world, arrives on the S.S. Stavangerfjord from the fjords of her native Norway.

Fifty Years of Ordination



On December 29, His Holiness Pope Pius XI celebrated his jubilee, the fiftieth anniversary of his priesthood. Above the latest picture of the Pope which was taken a short time before he was visited by the King and Queen of Italy. (Right) Pope Pius XI pictured as a Cardinal before he was raised to the office of the Supreme Pontiff.

Spanish Flyers



Major Tadeo Lario-Borges and Mechanic Charles recently took off on a non-stop flight from Spain to Uruguay. The first three hundred miles of the trip was made in less than three hours.

Marriage Agent



Mrs. Elsie Wolcott, Los Angeles, has been indicted by the Federal grand jury as the alleged head of an "international" fraudulent marriage agency. The technical charge lodged against her is that of using the mails in a swindling scheme. Scores of middle-aged Germans, for the most part ranchers and cattlemen, are said to have been victimized in the "mail order" marriage plot.

Celebrating the Advent of New Year



Members of the complement of the Chinese Customs revenue cruiser Chuenthao held a successful and delightful annual Hogmanay dinner and dance aboard the cruiser on the evening of December 31. (Photo by Barr).

Chinese in Shakespeare Play



Students of China University Public Speaking Society staged "The Merchant of Venice" with great success. From left to right: Messrs. Chang Yin-yen, Lee Foh-hai, Liang Ming-wan, Chen Koon-ho, Chang Chin-ni, Lu Nan-chung, Lee Han-seng, Miss Yuan Fee-wan, Miss Yang Yu-yen, Wu Ching-pang, Chu Ling and Director Kuo Chung-yue.

French Leader Dead



Emile Louhet, former President of France, died on his estate at Montclair at the age of ninety-one. Monsieur Louhet, as the seventh President of the Republic, held the reins of government from 1899 to 1906. His most important administrative act from the historical viewpoint was the signing of the entente cordiale with Great Britain in 1904.

Heir Shoots Housekeeper



Milton J. Hudlong, Jr., thirteen-year-old son of Milton J. Hudlong, millionaire of Newport, R. I., accidentally shot and killed his father's housekeeper, Miss Margaret A. Abner, 40 years old, on New Year's Day. The boy had been practising with a .22 calibre repeating rifle which he had received as a Christmas gift, and playfully pointed the weapon at the woman.

Cold, cheerless days,

Humid atmosphere, piercing wind.

Even the greatest precautions often do not protect the delicate mucous membranes of the respiratory organs against infections and colds.

Take **Guaiacose**

It strengthens the organism and makes it more resistant to colds and their sequelae, e. g. grippe, influenza, bronchial catarrh, inflammation of the lungs, as well as tuberculosis.

Taken in time, **GUAIACOSE** protects against colds and their sequelae.

There are no bargains in health

To safeguard precious health and preserve your teeth, avail yourself of the best skill and knowledge of dental science. It is economy. It is the only reasonably sure means of preventing disease that attacks neglected gums, thus ravaging the system, robbing youth, and often causing loss of teeth. This disease is the more serious for only dental care can stem its advance once it is contracted.

See your dentist at least every six months. Brush your teeth regularly. But don't forget that teeth are only as healthy as the gums. So brush gums vigorously, morning and night, with the dentifrice made for the purpose, Forhan's for the gums. It helps to keep them firm and sound.

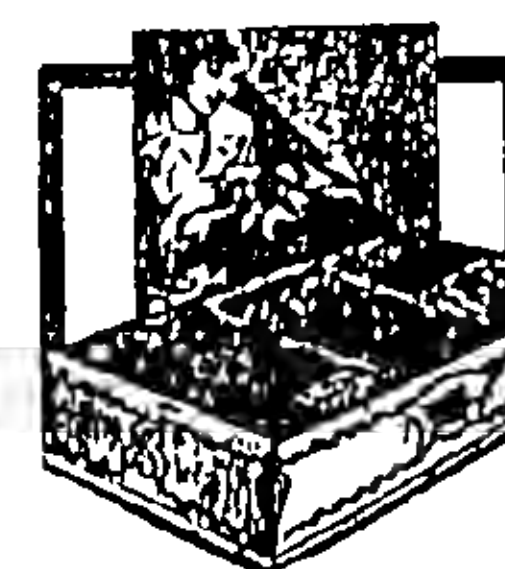
After you have used Forhan's for a few days you'll notice a vast improvement in the way your gums look and feel—firmer, sounder—thus strong enough to resist disease. Also you'll find that Forhan's cleans teeth and helps to protect them from decay.

There are no bargains in health. Get a tube of Forhan's from your druggist and start using it today.

Forhan's for the gums

★ 4 persons out of 5 after forty and many years are bargain-hunters. They sacrifice health to the extravagant price of neglect.

Agents: — MULLER, MACLEAN & CO., INC.



THE IDEAL GIFT is a box of **SOCIETE CHOCOLATES**. They will please mother, father, sister, wife or sweetheart.

Also **BISHOP'S HARD CANDY** the best for the children at any time.

THE CAFE PAVILION Nathan Road, Tel. K. 874. THE BEST CAKES IN TOWN.



Thousands of our Customers have saved money by having their hats renovated at our Shop—YOU CAN DO LIKEWISE AND BE SATISFIED. We can clean, block, bleach, dye, iron and re-shape ladies', gentlemen's and children's hats.

OUR PRICES ARE MODERATE.

HAT RENOVATING CO. 62, Nathan Rd., Kowloon. Tel. K. 1087. Agents in Hong Kong:—Tye & Co., 19, Queen's Rd. C., Tel. C. 648.

IF YOU ARE TOO BUSY TO WRITE HOME — DON'T

Just Post a Copy of the **"OVERLAND CHINA MAIL"** which gives all the News there is — Both Local and Coastal

Better than One Hundred Letters
SINGLE Copy 25 Cents.
Subscription for home (including postage).
One Year, \$15; Six Months, \$7.50; Three Months \$3.75.

CAER CLARK CUP

Kowloon and Hong Kong Ladies

MAINLAND'S HOCKEY WIN

Keen rivalry was the outstanding feature in yesterday's hockey match on the K.B.S.F.P.A. ground at King's Park, when the Kowloon Ladies' Hockey Club—defeated the Hong Kong Ladies' Hockey Club by 2-1, in the third round of the Caer Clark Cup.

There was a very large crowd and the game was interesting and spectacular from start to end. The encouragement was prolonged—thanks to the voices of the Kowloon "lads of the village".

The first half was one of varied play and dng-dng struggles, with the Kowloon ladies being slightly the aggressive, and they managed to find the net, but this was disallowed owing to the shooter being outside the circle.

Winners Score First

Exchanges improved and faster play became the order, the interval coming with the score sheet blank.

On resumption, the mainlanders made spirited attacks but were stopped by the strong defence of Hong Kong's representatives.

Kowloon drew first blood after some minutes, Miss Mason scoring amidst vociferous cheers. Then Miss Margaret Woolley put in a second.

Hong Kong's Skipper

Undaunted by the deficit, the Hong Kong ladies rallied well, and Miss Stanion, the skipper, went through on a solo run to score.

Visits to each goal and good mid-field play ensued and the Hong Kong ladies were pressing hard when the final whistle went. Teams:—

Kowloon Ladies:—M. Mason, M. Woolley, M. George, P. Woolley, D. Pinguet, P. Whittier, P. Anslow, V. Eastman, N. Field, M. Groundwater, E. Woolley.

Hong Kong Ladies:—J. Smaller, M. Bird, P. D. C. Luck, E. O'Hagan, E. R. Bell, M. L. Wallace, I. C. Bell, C. M. Ferrar, D. F. Stanion, M. Smalley, M. Bishop.

Mr. C. C. Francis and Mr. J. A. L. Plummer were the referees.

Prior to the game the three teams competing in the Caer Clark Cup—the Kowloon Ladies' Hockey Club, the Hong Kong Ladies' Hockey Club, and the Club de Relece—had their photographs taken in a group.

In a friendly game of hockey, more in the nature of a practice, at King's Park yesterday, a team from the Hong Kong Ladies' Hockey Club beat a team from the Club de Relece ladies by two goals to one.

Spurious culture, weakening of a sense of individual liberty, and lack of refinement, said Mr. H. G. Abel, in an address to the Society for Experiment and Research in Education, had been the results of modern democratic education.

Comment was made at the Oxfordshire Teachers' Association Conference at the startling number of mentally defective children who were attending English elementary schools.

Proposals for the preservation of English windmills were put forward at a meeting in the Royal Society of Arts hall.



Alice Hanna, the girl with the twinkling feet, who is the main-spring of "The High Jumpers," and who may be sure of a rousing reception when the company perform in the Canton Club, Shamsen, on Saturday next.

TENNIS AT H.K.C.C.

Annual Tournament Commences

FIRST GAMES TO-MORROW

The annual tennis tournament organised by the Hong Kong Cricket Club commences to-morrow.

As in former years chief interest will, of course, be centred in the events open to the Colony.

The holders, M. W. Lo (singles), and S. A. Rumjahn and H. D. Rumjahn (doubles), will defend their titles.

It is believed that some "dark horses" will be forthcoming in the "open" events, in which there are 62 entries for the singles and 31 (pairs) for the doubles.

It would be a source of pleasure to most followers of the game if Lo manages to retain the singles title which he won for the first time last year, but to do so, he will have to reproduce his very best form, if the reputation of some of the more youthful aspirants is sustained.

The Rumjahn cousins, who have been regarded for years as an invincible pair locally, are likely to carry off the event again.

To-morrow's Fixtures

Open Championship Singles:—A. H. Crook v. E. Zimmermann; F. Grose v. Ho Ka-lau; Y. Sakiki v. Capt. E. C. Etherington; T. Honda v. H. Lo.

Open Championship Doubles:—E. W. Liang and P. H. Kwok v. W. C. Hung and Cheng Chi-wing; Li Wai-soi and Li Woon-soi v. H. V. Parker and A. Morse.

Club Championships:—A. D. Humphreys v. P. W. J. Plummer.

Handicap Singles "A":—I. S. Harris (rec. 2/6) v. T. E. Brevett (rec. 4/4).

Handicap Doubles:—J. D. Humphreys and R. H. Wild (rec. 2/6) v. S. S. L. Parsons and C. P. F. James (rec. 2/6).

EASTERN PORTS

Details of Health Bulletin

The health bulletin of Eastern ports for the week ended January 25, issued by the Director of Medical and Sanitary Services, give the following cases:—

Plague

Baghdad: 2 cases.

Saigon: 1 death.

Cholera

Nepalpatam: 12 cases.

Bangkok: 1 case.

Pnom Penh: 3 cases, 2 deaths.

Saigon: 1 death.

Small-pox

Berbern: 14 cases, 1 death.

Baghdad: 3 cases, 1 death.

Bombay: 86 cases, 50 deaths.

Cochin: 58 cases, 11 deaths.

Karachi: 11 cases, 3 deaths.

Madras: 34 cases, 4 deaths.

Moulmein: 18 cases, 2 deaths.

Rangoon: 3 cases, 1 death.

Batavia: 1 case.

Shanghai: 1 death.

Chanton: 1 case, 1 death.

Macao: 1 case.

Dairen: 3 cases.

MERCHANT SHIPPING

The following notice, taken from the London Gazette of December 20, is published for general information in the Government Gazette:—

In pursuance of the powers given under section 23 sub-section 1 of "The Merchant Shipping (Convention) Act, 1914," His Majesty by and with the advice of His Privy Council, ordered that the provisions of the Merchant Shipping (Convention) Act, 1914 should be postponed from coming into operation until January 1, 1931.

Strong representations, following a resolution passed by the Gallery First Nighters' Club, were made by leading theatre managers that theatres should be permitted to open on Sundays.

CHINA NEW YEAR

Reflections and Deductions

What, indeed, would January this year have been without China New Year's day. With this month came the dying of the old year. We may now look back on the passage of the year through its twelve-act drama and mark its progress: we have rejoiced in the living green of Spring; gloried through the glad days of sun-bright Summer when we were dangerously short of water and admired the gay pageantry of Autumn when the water was shut off the garden of Tai-po's only representative on the White Washing Water Committee and then felt the sadness that came with the falling leaf—and then, toward the close of dark January we watched the last span slip by. We rung down the curtain on the last act; and it was not without some emotion that we did so. There is, perhaps, a feeling of deep solemnity about the dying of the old year, something that no one in his heart of hearts can disregard. The thoughts which the noisy string of crackers brings in with its ringing echoes are frequently too solemn to be shouted from the house-tops. At such a moment, as in times of grave danger or bereavement, the true inwardness of a man's nature reveals itself with a curious frankness thus: Year in year out, Nature marches with such equal tread that between the worst and the best of years there will be only the shuffling of some few pages in the record of the "Country Day by Day," but for the love of Mike let there be three "Don'ts" this New Year, viz:—

1. Don't lead your horse along the Railway.
2. Don't shake a lock even if it is shut against you and looks bum.
3. Don't use your "Alias" when applying for a Ferry Ticket.

FOOTBALL

(Continued from Page 4.)

A few minutes later the Club defence had to pack their goal to prevent the Somersets' again increasing their score. During the closing stages, the soldiers completely monopolised the game, giving the Club little chance of getting away and Stirling had to deal with shots from all angles. Just on time, the Club broke through but their forwards could not get within shooting range.

Result: Somersets 5, Hong Kong F.C. 1.

ST. JOSEPH'S v. K.O.S.B.

On St. Joseph's ground at Happy Valley, the Borderers were easy winners by five goals to one.

Teams:—
St. Joseph's: Omar; Souza, Harvey; McGrann, Paton, Marven; Lilabhan, Gutierrez, Castilho, Kilbride, Fernandez.

K.O.S.B.: Westland; Charlton, Bird; Barham, Spence, McKnight; Geggie, Crawley, Toal, Spence, Mason.

Referee: B.Q.M.S. Clarke.
The K.O.S.B. immediately took up the running and forced a corner on the left which was cleared. After some mid-field play the K.O.S.B. returned and Stevens beat Omar from close in.

Losers Equalise

The Borderers returned but Geggie put high over when well placed.

St. Joseph's transferred play and after some good work on the left Fernandez scored with a good cross shot. St. Joseph's continued to press and forced two corners which proved fruitless. The K.O.S.B. returned to the attack and, when hard pressed, Souza handled in the penalty area. From the spot, Stevens made no mistake. Just before the interval Omar made a great save from Toal.

Half-time: St. Joseph's 1, K.O.S.B. 2.

Crawley's Marksmanship
Early in the second half, the K.O.S.B. asserted their superiority and kept the St. Joseph's defence busy. During a scramble in the goal area, Toal added a third.

St. Joseph's then attacked and Westland cleared well. The soldiers' vanguard got moving again and forced two corners which were cleared, but in the next minute Crawley scored after some good play by Geggie. The K.O.S.B. came again and forced a corner on the right but Toal's header was just too high. In the last few minutes Crawley added the fifth goal and thereby registered his team's 100th in the competition.

Result: St. Joseph's 1, K.O.S.B. 5.

"China Combined"

MATCH TO-DAY v. NAVY

A friendly match has been arranged between the "Combined Chinese Team" and the Royal

NEW ADVERTISEMENTS.

HONG KONG JOCKEY CLUB.

RACE MEETING, 1930.

22nd, 24th, 26th, 28th February and 1st March, 1930.

ON SATURDAY, 22nd February the First Race will be run at 2 p.m. and on all other days at 12 o'clock Noon. On the First Day the First Bell will be rung at 1.30 p.m. and on the other four days at 11.30 a.m.

MEMBERS' BADGES & ENCLOSURE.

Members' Badges may be obtained by those members who have not already received them on application to the Secretary.

Such Badges will also ensure admission to all Extra Race Meetings during 1930.

Members are notified that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$10. per day or \$40 for the Meeting (ladies \$4. and \$16. respectively), are obtainable through the Secretary upon introduction by a Member, such Member to be responsible for payment of all bills, etc.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either enclosure during the first four days of the Meeting.

PUBLIC ENCLOSURE

The price of admission to the Public Enclosure is \$3. per day for all persons including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted to the Public Enclosure at \$1 per day. Bookmakers, Tie Men, etc. will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

SERVANTS' PASSES

Passes for Servants will be issued on application to Messrs. Linstead and Davis, Alexandra Buildings.

Employers are requested to distribute them with discrimination and to endorse their names on the passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands.

Any persons found loitering with Servants' Passes in their possession will forfeit the same and will be removed from the enclosure.

By Order,

C. B. BROWN,

Secretary.

Hong Kong, 9th February, 1930.

THE SOMERSET LIGHT INFANTRY GYMKHANA at STEEPCHASE COURSE, KWANTU.

TO-DAY FIRST RACE 2.30 p.m.

OPEN TO THE PUBLIC ADMISSION FREE.

Special Train leaves Kowloon, 1 p.m. Return 6.27 p.m.

PRICES:

\$1.40, 1st class Return. 90 Cts., 2nd class Return.

Navy at the Stadium, North Point to-day, kick-off at 4 p.m. The team selected to represent the Chinese is as follows:—

Chan Sik-pui (Chinese A.A.); Fung Wan-yau (Eastern China); Li Tin-sang (South China A.A.); Sun Bze-king (E. China); Wong Sul-wa (C.A.A.); Lam Yuk-ying (C.A.A.); Chan Kwong-lu (U.A.A.); Sun Kam-shun (C.A.A.); Tai Lung-king (E. China); Lee Wal-tong (E. China); Ip Pak-wa (S.C.A.A.); Reserve:—J. Ling (E. China); Chu Kwok-lun (S.C.A.A.); Leung Yin-chan (S.C.A.A.).

THE TATSUTA MARU

Maiden Voyage to Hong Kong

The *Sunday Herald* is informed by the Nippon Yusen Kaisha that notwithstanding the outbreak of fire on board the N.Y.K. new Orient-California Liner, *Tatsuta Maru*, at Nagasaki three days ago, the vessel's schedule has not been changed. Her maiden voyage from Hong Kong will still be on April 14. The damage done by the fire was not serious.

Sir Montague Shearman, formerly Judge of the King's Bench Division, died at his home in London at the age of 72.

HOUSEHOLD COAL

SELECTED GRADE LUMP COAL

Upper Levels . . . \$21.00 per ton
Mid-Level . . . 20.00 per ton
Central District . . . 19.00 per ton
Kowloon . . . 21.00 per ton

BEST HOUSEHOLD NUTS.

(For Kitchen Use).

Upper Levels . . . \$19.50 per ton
Mid-Level . . . 18.50 per ton
Central District . . . 17.50 per ton
Kowloon . . . 19.50 per ton

TERMS: Cash with order. MINIMUM QUANTITY: One ton.

ARNHOLD & CO., LTD.,

French Bank Building, Des Voeux Road Central.

NEON SIGNS



SALESMAN:—Can I sell you a Neon Sign?

EXECUTIVE:—What are its advantages?

SALESMAN:—Well, a neon sign costs nothing because it consumes 1/5th to 1/8th the usual amount of electricity. This saving effected during a certain period of time pays for its initial cost of installation and, just think of the advertising-value you are getting all that time and all for nothing!

EXECUTIVE:—Alright, go ahead and make me a sketch and furnish estimate.

SIGNS SOLD ON MONTHLY PAYMENT PLAN

With Patent Protection and Service Guarantee.

CHINA NEONLITE CO.

OFFICES AND SHOWROOMS:

68, Queen's Road Central.

There are many points in favour of

Three Castles

VIRGINIA CIGARETTES

W.D. & H.O. WILLS, BRISTOL & LONDON



TO-DAY
TO
TUESDAY

QUEEN'S

AT
2.30, 5.10
7.15 & 9.20.

WILLIAM HAINES



Hear the voices
of William
Haines and the
rest of the all-
star cast in this
smash TALK-
ING PICTURE!

A new William Haines
— a dramatic and
romantic star of the
first water!

A treat for eye and
ear! From the great
play of the romantic
safe-cracker!

Hear
Them
TALK
in one of the
Finest of
All Dialogue
Pictures!

ALIAS Jimmy Valentine

A
Metro-
Goldwyn-
Mayer
PICTURE

HEARST METROTONE NEWS

Youth of Japan honours Emperor.
Aerial trip over scenic Haiti.
U.S. Cavalry in Field Tactics.
5,000 volts of electricity harnessed
HEAR Artificial Lightning.

ALL-TALKING COMEDY
HAL ROACH'S RASCALS in
THEIR INITIAL ALL-TALKIE COMEDY
"BOXING GLOVES"
DON'T FAIL TO HEAR THE KIDDIES.

MOVIELAND

The Week's Films
At A Glance

QUEEN'S THEATRE

(At 2.30, 5.10, 7.15 and 9.20)

To-day to Tuesday:—"Alias Jimmy Valentine." William Haines' initial talking picture with Leila Hyams in the screen adaptation of the world-famous crook play.

Wednesday only:—In response to popular request, "The Hollywood Revue."

Thursday to Saturday:—"The Valiant." The all-talking cinemasterpiece of Courage and Love featuring Paul Muni and Marguerite Churchill.

STAR THEATRE

Special Matinee on Saturday and Sunday at 2.30 p.m.

(At 5.30 and 9.20)

To-day and To-morrow:—Ronald Colman, the hero of "Beau Geste," and Vilma Banky in "Two Lovers." A magnificent story of passion, intrigue and glamour, in which the two famous stars make their last appearance together.

Tuesday and Wednesday:—"Beau Broadway." Lew Cody, Allen Pringle and Sue Carol in a sparkling comedy of New York's night life.

Thursday to Saturday:—"Four Sons," a superb production with an all star cast including Margaret Mann, James Hall, June Collyer, Albert Gran, Francis X. Bushman, Jr., and Earle Foxe.

WORLD THEATRE

At 2.30 and 7.15 Interpreter
At 5.15 & 9.20 Full Orchestra

PAUL MUNI UNIQUE

Difficult Role in All-Dialogue
Fox Picture

Winning and holding the sympathy of audiences while portraying the role of a confessed murderer facing death in the electric chair is considered a task to test the artistry of any actor, according to critics of stage and screen offerings. This is the trying characterization that is essayed by Paul Muni, playing one of the featured roles in "The Valiant," Fox Movietone all-dialogue production, adapted from the play by Holworthy Hall and Robert Middlemass, and in which Marguerite Churchill appears opposite him. "The Valiant" is the attraction from Thursday to Saturday at the Queen's Theatre.

Having surrendered to the police after slaying an enemy, the man whom Muni so graphically depicts in this gripping drama, directs wide-spread notice to his case by a firm refusal to reveal his real name. His determination being to shield his family from disgrace.

The climax of the action is reached in a heart-moving scene between the convict and a young girl who suspects he is her brother and whose suspicions he strives to dispel.

To-day to Wednesday:—Harold Lloyd in "A Sailor Made Man" an uproarious comedy, and Buck Jones in "Black Jack" a thrilling drama of the West.

Thursday to Saturday:—At the 5.15 and 9.20 performances only, John Gilbert in the novel and gripping drama of the African Wilds, "Desert Nights."

At the 2.30 and 7.15 performance, the Chinese picture, "The Romantic Lady."

"ALIAS JIMMY VALENTINE"

Also Has Done, Marshall, L. Barrymore in Support

For the past fifteen years, "Alias Jimmy Valentine" has been perhaps the most sensationally and perennially successful play on the American stage.

For over a generation, young and old America alike have thrilled, laughed and cried over the story of the dashing young crook who outwits the police forces of half a dozen cities, only to give himself away at last by cracking the safe in which is imprisoned the sister of the girl he loves.

Now Metro-Goldwyn-Mayer has taken the story and made it as modern as the costumes of the year after next. This, the organization's initial talking picture opens at the Queen's Theatre to-day.

Haines, who gained his first reputation as the premier wisecracker of the American screen, brings to "Alias Jimmy Valentine" a sense of comedy that has been mellowed and softened by experience. To assist him in his laughs, Karl Dane and Tully Marshall, two of the most experienced laugh-getters of the screen, contribute what is perhaps the best performance of their career. The three of them bring a new idea to the screen, that of a comedy trio instead of a comedy team. Their work together is a sensation.

As leading lady, Metro-Goldwyn-Mayer selected Leila Hyams, who was chosen by Henry Clive, the noted artist and illustrator, as the most beautiful blonde in Hollywood. Clive interviewed more than 5,000 blondes before making his decision. Miss Hyams brings to "Alias Jimmy Valentine" more than a year's experience with motion pictures as well as a verve and personality that is vivid and refreshing.

"FOUR SONS"

Screen entertainment far above the average will be presented to Theatre audiences at the Star Theatre from Thursday to Saturday when "Four Sons," a Fox Films production directed by John Ford, who already has to his credit such outstanding screen successes as "Mother Machree" and "The Iron Horse," will be shown. In "Four Sons," Ford has surpassed his previous efforts and the result is a picture in which pathos, drama and colour are perfectly blended.

The story opens in a village in the Bavarian Tyrol, where Mrs. Bernie and her four sons are living happily together in their old home. The war comes. Three of the sons answer the call to arms, while the fourth, who previously had sailed for New York, marries a beautiful girl and prospers. When the war breaks out he is torn between love for his fatherland and love for the country of his adoption. At last he joins the American colours and sails to fight against his brothers. On the battlefield he encounters Andre, the youngest and only surviving brother.



TALKING
SINGING
AT
THE
QUEEN'S
DUE SHORTLY

UNUSUAL LOVE THEME FOR "DESERT NIGHTS"

John Gilbert, masked in a heavy beard and wearing one of the most unusual, yet comfortable, garbs of his many adventures on the screen, is the attraction for the World Theatre, where he will be appearing in his latest Metro-Goldwyn-Mayer feature, "Desert Nights," on Thursday.

Portraying the role of manager of a South African diamond mine, who is taken prisoner along with a fortune of gems, he depicts one of the most interesting and tensely dramatic characterizations of his career. The story is one of a terrible revenge, laid in the primitive wastes of a vast and torrid African desert in which Gilbert is a dominating figure, first as a prisoner and then as a saviour of the girl and her bogus father who are responsible for his and their plight. The daring gem robbery is one of the most sensational thrills of the production which is all pitched in a highly dramatic key. The grimness of a dirty diamond mine, manned by hundreds of dark-skinned natives, and the dazzling whiteness of miles of countless sand dunes form a spectacular and bizarre background for a revenge which is satisfied only by the intense suffering of those about to die for the want of water. Baked by the ever shining sun and torn with a mad craving for a liquid to quench her thirst, a beautiful girl offers her soul for just a few drops of water.

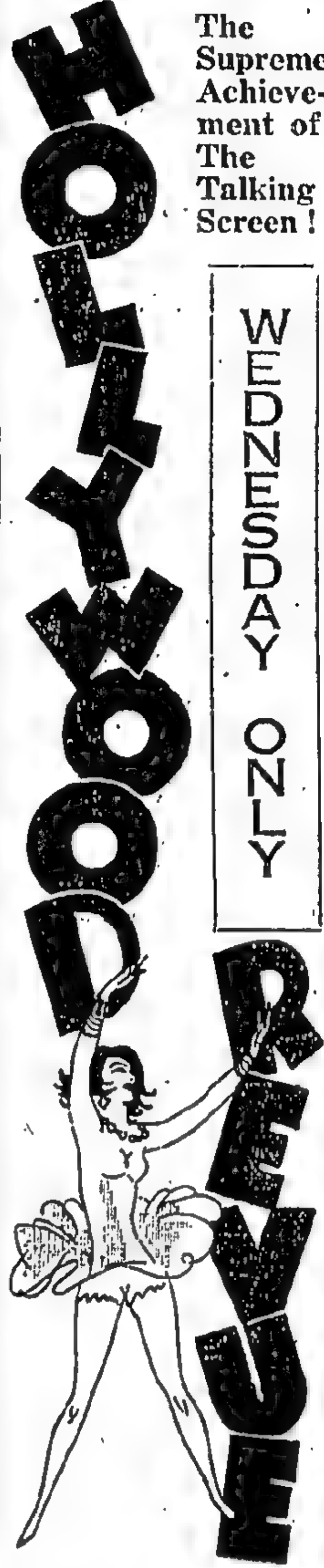
Ernest Torrence plays the role of Steve, the suave and exceedingly clever crook who poses under the cloak of English nobility, and Mary Nolan, former Follies beauty and heroine of "West of Zanzibar," and of "Sorrell and Son," gives another outstanding performance as the daughter of the renegade, William Nigh, responsible for "Mr. Wu" and other classics, directed the new drama which is a filmization of an original story by John Thomas Neville and Dale Van Every.

Its scenic splendour, tense drama, unusual love theme and outstanding characterizations make it a production which one should not miss.

QUEEN'S

The
Supreme
Achievement
of
The
Talking
Screen!

WEDNESDAY ONLY



"TWO LOVERS"

Popular Stars' Last Film
Together

Adapted from "Leatherface," Baroness Orczy's famous story of Flanders in the 16th Century, "Two Lovers," the big production which is showing at the Star Theatre to-day and to-morrow, presents the popular players Ronald Colman and Vilma Banky in the last film in which they will star together. These two famous screen lovers have appeared in "The Dark Angel," "The Night of Love," "The Winning of Barbara Worth," and "The Magic Flame," and now they are to star in their own individual pictures. "Leatherface" tells the story of Mark Van Rycke, son of the patrician burgo-master of Ghent, and his secret adventures as "Leatherface," mysterious and faithful agent of William, Prince of Orange, who seeks to free the enslaved country of Flanders from the oppressing hands of the Spaniards. Wild night rides, thrilling duels of wit as well as of sword, reveal Ronald Colman, the hero of "Beau Geste," as "Leatherface" himself, a role more colourful and varied than any he has ever attempted before. Vilma Banky, the beautiful heroine of the picture, is cast as Lenora, the "Flower of Spain" and niece of the Duke of Azar, oppressor of the Flemish. A feature of the film is a gorgeous wedding ceremony, rich in the medieval panoply of Flanders.

CODY & PRINGLE TRIUMPHS IN "BEAU BROADWAY"

With a sparkling story that out-ranks their previous screen triumphs in smartness, Lew Cody and Allen Pringle resume their co-starring work in "Beau Broadway," Tuesday and Wednesday's attraction at the Star Theatre.

In bringing this inimitable pair together again in comedy-drama, Metro-Goldwyn-Mayer has surrounded them with a cinematic environment that displays their talents to the utmost and cements their bid for popularity as film-dom's most famous combination.

The story, written especially for St. Clair, the Tex Richard of the the Cody-Pringle team.

The Talking Screen's Greatest Drama!

"It Might Be My Boy!"
Could this be her son—this
weirding who had sunk to the
depths, yet proudly hid his
name from all the world?
HEAR and SEE this power-
ful drama of the weakling
who proved himself a val-
lant in the strangest test
of courage man was ever
called upon to face.

Presented by
WILLIAM FOX



ALL-
TALKING
FOX MOVIE-TONE
FEATURE

with
PAUL MUNI
JOHN MACK BROWN
MARGUERITE CHURCHILL
DON TERRY
William K. Howard

Production

FOX NEWS

BRITISH ADMIRAL DE-
CLARES POSITION on
DISARMAMENT.

JAN GARBER

and his Orchestra will render
"Blue Shadows," "Tiger Rag,"
"Memories of France."

TALKIE COMEDY

"BENEATH THE LAW"
with Clark and McCullough
stars of "Belle of Samoa."

AT THE
QUEEN'S THURSDAY TO SATURDAY
AT 2.30, 5.10, 7.15, & 9.20.

TO-DAY & TO-MORROW at 2.30, 5.30, 7.20 & 9.20.



Tuesday & Wednesday, 11th & 12th February
A Tremendous Spectacle! A Beautiful Romance!

Richard Barthelmess



Presented by
RICHARD A. ROWLAND
Production Manager
AL ROCKETT

The PATENT LEATHER KID

The Story of a magnificent love that became
a desperate passion.

HISTORIC CAMP

Recorded in "Patent
Leather Kid"

The fame of historic Camp Lewis, Washington, home of the 1st Division during the days of the World War, has been recorded in celluloid for the first time.

The pine-clad hills where rookies were made into soldiers by the thousands ten years ago are the background for the spectacular war scenes in First National's million dollar production, "The Patent Leather Kid," starring Richard Barthelmess, which comes to the Majestic Theatre next Wednesday, fresh from its sensational Broadway run.

For weeks sixty technicians from the First National studios in Burbank were seeking locations, digging fresh trenches, preparing the huge tanks which participated in the manoeuvres and rehearsing the actors in their parts so that no slip would occur when the five thousand troops and eight hundred civilians started their "war."

Troops from the Fourth Infantry, from Camp Lawton, joined the garrison of Camp Lewis for the manoeuvres, as well as the Seventh Infantry from Vancouver Barracks. A number of R. O. T. C. boys from University of Washington also participated, together with about 600 civilians from Seattle. The latter played German soldiers as the U. S. Government does not permit regulars to don the German uniforms.

Tanks In Action
War equipment for the men was obtained from surplus stores as far distant as Salt Lake City. About fifty tanks are seen in action, as well as the entire battery of French 75s and other ordnance at Camp Lewis.

"The Patent Leather Kid" is from the stirring war story of that name by Rupert Hughes. It is the epic of tank corps, and will perpetuate the deeds of the brave boys of that division who fought in France. Alfred Santell, is the director, and the picture was under the production management of Al Rockett, producer of "Abraham Lincoln."

More than seventy members of the cast and the technical staff accompanied Barthelmess north on a special train. Several baggage cars were required to carry the huge lights and other necessary equipment, and huge sets, built in Burbank and shipped north in sections, were erected.

Seven Weeks "War"
About seven weeks of actual shooting were required to make the war scenes. Thousands of pounds of powder were used in the attacks, some of which were made at night.

The big feature, however, is the tanks in action.

Arthur Edison, photographer of "Robin Hood," "The Thief of Bagdad," "The Lost World" and other big productions, was chief cameraman.

TEST FOR BEAUTY

The real test of a pretty girl is to put her in styles of ten years ago.

How many girls of New York would look chic and charming in the styles of 1917?

Not many girls who might attract a second place in modern flapper styles will show up to advantage in ancient clothes. This was demonstrated on the set during the production of First National's "The Patent Leather Kid," starring Richard Barthelmess, which is coming to the Majestic Theatre on Wednesday after a sensational Broadway run.

The set showed a flashy New York cabaret in 1917. More than fifty extra girls donned the old-fashioned clothes of that period.

Many who appeared natty in their street clothing were lost in the shuffle when they appeared in the tight cuts and long skirts of the war days.

Others were even more attractive in the styles of that day than in those of the present. These were the really beautiful girls whose good looks were not ruined by a big hat perched high on a bundle of hair and other obsolete clothing of days gone by.

"The Patent Leather Kid," the great epic of the tank corps, is one of the big pictures of the decade. It is an Alfred Santell production, under the production management of Al Rockett.



JOHNNY WINES



Commencing
THURSDAY
13th February.

White Pants Willie

LOUISE FAZENDA

Here in New Screen
Farce

"The Gay Old Bird," which will be shown at the Majestic to-day, is a farce-comedy, based upon a story by Virginia Dale. The story concerns the predicament a young husband finds himself in when his wife disappears with their twin babies after a quarrel. At that inconvenient time, an uncle, upon whose goodwill the young husband depends for a huge inheritance, is about to make a visit. It is the report of the young husband's success in marriage that has appealed to the uncle. He is coming especially to see the wife and twins.

Dismayed at being temporarily without wife or twins, the husband clutches at the suggestion of a friend to press into service the housemaid to masquerade as his wife, and to hire a pair of twins.

It is around this housemaid that comedy is built. It is one of the most amusing comedy roles ever projected on the screen, and it is impersonated by the comedienne who was born to play it. That comedienne is Louise Fazenda. She is supported by a cast that includes John T. Murray as the husband, William Demarest as the gay old friend whose interference sets the snowball of fun rolling, John Stepping as the uncle, Frances Raymond, the old-timed musical comedy star, as the uncle's wife, and Edward Kennedy as the family chauffeur.

This family chauffeur role is developed to important prominence as the story develops. For the chauffeur is in love with the housemaid. And when the housemaid starts posing as the lady of the house, the chauffeur's jealousy provokes some side splitting situations.

FAVOURITE IN FILM HIT

"The Patent Leather Kid," First National's super-special starring Richard Barthelmess which comes to the Majestic Theatre on Wednesday after a long run on Broadway, is adapted from Rupert Hughes' great story of the war of that name.

SIGNAL HONOUR

Film Photographs
As Models

Otto Dyar, of the still photograph department of Paramount, has just been paid a signal honour by the United States War Department.

Still pictures taken at San Antonio, Texas, during the filming of "Wings," the war aviation picture coming shortly to the Majestic Theatre, are to be used almost exclusively as models for a huge memorial to be erected in the immediate future in Washington.

COMING ATTRACTIONS

at the MAJESTIC Kowloon.

"FIGURES DON'T LIE"
with Esther Ralston, Richard Arlen.

"LAST COMMAND"
with Emil Jannings, Wm. Powell.

"SERENADE"
with Adolphe Menjou, Kathryn Carver.

"HEART OF A FOLLIES GIRL"
with Billie Dove, Lloyd Hughes.

"HELEN OF TROY"
with Marla Corda, Lewis Stone.

"THE GORILLA"
with Charles Murray.

"CONVOY"
with Dorothy Mackall, Lowell Sherman.

This monument which, it is estimated, will cost more than \$100,000, has been dedicated to the Second Division, that won especial fame during the war. Dyar's pictures were chosen as models by government officials because of their accuracy and photographic excellence.

One of the features of "Wings" is the reproduction of the climactic St. Mihiel drive in which the Second Division participated.

EMIL JANNINGS

Great Acting in "The
Last Command"

Emil Jannings' latest picture, "The Last Command" comes to the Majestic Theatre shortly, with the great European actor surrounded by the most imposing supporting cast assembled for any of this season's pictures.

Evelyn Brent, the heroine of "Underworld," Paramount melodrama sensation, is cast as Jannings' leading woman, while William Powell, arch-villain of the screen is seen as a scheming and sinister revolutionist in a role that gives him unusual scope for his admitted ability.

The picture is said to be distinguished by not only the remarkable performance of Jannings, as a Russian general who is caught in the vortex of revolution and swept to oblivion, but by the outstanding story and directorial treatment of Josef von Sternberg, the young director whose dramatic touches and camera effects in "Underworld" established him as one of the screen's elect.

Playing the role of Jannings' adjutant is Nicholas Soussanin, the Russian actor, who leaped into front-rank popularity by his performance as "the waiter who wept" in the Adolphe Menjou picture, "Service For Ladies." The cast also includes Michael Visaroff, another ex-actor of the imperial theatres of Russia, who plays Jannings' valet, and Fritz Feld, one time director for Max Reinhardt in Berlin, who came to America in the cast of "The Miracle."

FULL TANK CORPS

A complete U.S. tank corps appears in action in the battle scenes of First National's great war picture, "The Patent Leather Kid," starring Richard Barthelmess, coming to the Majestic Theatre, after a long run on Broadway. It is the first time this great number of tanks has been used in a war picture.

COMMENCING FEBRUARY 16th.

YOUTH AND LOVE AND THRILLS!

Piercing the mists. Revealing a new horizon.
The master epic of the American war "Aces."

"WINGS"

WITH
CLARA BOW
CHARLES (BARRY) ROGERS
RICHARD ARLEN
GARY COOPER

William A. Wellman shot down
seven 'planes in the World War.
Then he directed "Wings."

a
Paramount
Picture



All the Motor Equipment, Aeroplanes, Tanks, Ambulances, Trucks,
Motor Cycles, etc., used in the production of "Wings" was lubricated
exclusively with "World's Quality Oil."

MOBILOIL

Booking commencing on Monday at Moutrie's and at Majestic
Theatre.

RICHARD ARLEN

Honour Officer of Royal
Flying Corps

Richard Arlen, who plays a leading role in the Paramount story of the American "Ace" in France, "Wings," has the distinction of retaining his commission as second lieutenant in the Royal Flying Corps in which he saw active service during the World War. By virtue of the fact that Arlen is an American citizen, his commission is an honorary one.

"Wings," which, with its wonderful sound synchronization, won unstinted praise from the critics of New York, London, Paris and other cities where it enjoyed great popularity for long runs, will be the feature attraction at the Majestic Theatre shortly. The synchronization, which includes music and sound effects of marvellous distinctness and beauty, will be an important part of the showing.

"THE LAST COMMAND"

Some Good Points to Remember

Another great American-made Jannings picture.
Immensity of scope.
Huge sets.
Regiments of soldiers.
The sweep of historical spectacle.
World War secrets revealed.
The pathos of tragedy.
Hollywood—City of Magic.
Inside the movie studio—authentic.
Comedy relief—"yea men."
Colourful backgrounds.
A movie battle-ground.
A picture within a picture, Jannings, The Incomparable.

MOLLY'S SHORT-CUT

Molly O'Day, playing opposite Richard Barthelmess in First National's "The Patent Leather Kid," coming to the Majestic Theatre, following its sensational run on Broadway, found a short cut to film fame. She was picked up by Al Rockett for this important part after doing a few bits in comedies and is now well on the way to stardom.

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FROM LONDON TOWN

An Angry Bridge Player

Another interesting action has been that in which Major Henri Bettelheim, a member of the Devonshire Club, where bridge for fairly substantial stakes is sometimes played, moved before Mr. Justice Farwell in the Chancery Division to restrain the management committee of the club from acting upon a decision by which they affected to exclude him from any card room of the club for six months. The cause of this decision was apparently an alleged exhibition of temper by Major Bettelheim at the bridge table, where he is said to have thrown the scoring card at his partner, a charge which he strenuously denies. The motion was adjourned pending a re-hearing of the case by the club committee. Generally speaking, the standard of bridge in the ordinary London clubs is not high.

It came out in the evidence that several of the door-keepers at illegal night-clubs which Goddard "bled" were pensioned police officers, including a pensioned ex-inspector. This seems even better than setting a thief to catch a thief. The Home Office, however, has given the gentlemen concerned the option of resignation or losing their pensions.

Lord Grey's Affliction

In the House of Lords Lord Lloyd made a dramatic appearance and attacked the British Government's policy in Egypt. Lord Grey, whose eyesight has been failing for some time, was among those who came to the Cabinet's defence and at one stage he wanted to read to the House a statement by the late Lord Curzon. For some moments



Viscount Grey.

he groped uneasily among a number of papers, but failed to find it. Lord Salisbury, the Conservative leader, went to his aid, followed by Lord Reading. They found the paper and handed it to Lord Grey, who held it about two inches from his eyes. The House waited in silence. Lord Grey, wearing dark glasses, made one or two attempts to read the statement, but failed. Turning to Lord Reading he handed the paper to him and asked him to read it. Lord Reading did so.

A Sensation
This is an extract from the Liberal evening newspaper, the Star, which, under the headings:



Mr. Lloyd George

"A Political Sensation: No Relation to the Lloyd George Fund," publishes on its front page the following statement by its Lobby correspondent:—

"I am in a position to state authoritatively that a remarkable political law action, which has, thus far, not gone beyond a private hearing in Chambers, is not directed

against the funds of any of the three political parties.

"I was authorised by the Liberal headquarters, at 25, Old Queen Street, officially to deny that it concerned or had relation to the Liberal Party fund, or what has come to be known as the 'Lloyd George' fund.

"Sensational revelations will ensue if the case comes on for trial, but, at the moment, there is a possibility that a settlement will be reached outside open Court.

"The action has arisen, I am, authoritatively informed, over the alleged disposal of an honour for a financial consideration."

Lord Birkenhead

Ever since Lord Birkenhead decided that there was more money in the City than could be obtained from his connection with the Conservative Party, he has been declaring that he has resigned for all time, from a political career. On several occasions, however, Lord



Lord Birkenhead

Birkenhead has forgotten this promise which, by the way was so thankfully received by so many of us. He broke into disarray during the debate on India, and now he had once more to come into the open in order to endeavour to belittle Mr. Ramsay MacDonald and Mr. Philip Snowden.

He has had the bad taste to suggest that the City of London erred in granting to these gentlemen the Freedom of the City because in his opinion their war record was such that it did not justify the granting of such an honour. Such an ill-mannered protest from an ex-Secretary-of-State for India is the reverse of dignified. Indeed it is doubtful whether any other person in Britain, politician or otherwise, would descend to so gross a violation of the political proprieties.

Moreover, Lord Birkenhead seems to have quite ignored the fact that in making this ill-considered statement he was casting a reflection, not only on the two leading members of the present Government, but upon the City from which he now garners so much of his income. Lord Birkenhead's own militaristic record is not above suspicion, more especially in so far as it concerns Ireland. It is to be hoped that his financial activities in the City in the future will be such that any further incursions into the political arena will be rendered impossible.

Tallulah's Portrait

Miss Tallulah Bankhead certainly promises to be one of our best remembered actresses. Apart from her reputation as a theatrical star, she seems to have been painted and sculptured more often by famous artists than any other young actress. Mr. Augustus John is the latest celebrated painter who has



Mr. Augustus John

asked Miss Bankhead to sit for him. He is at present hard at work on her portrait, which promises to create as big a sensation as did the bust which Frank Dobson did of her a year or two ago, and which

was such a feature of his last exhibition. In the new portrait she will be seen in the sort of fluffy pink frock that is so becoming to her blonde beauty. Mr. John states that Tallulah is one of the best sitters he has ever had. Although when on the stage one of her special charms is her tendency to quick restless movements, when she is posing she remains absolutely motionless for as long as the most exacting painter could expect from a professional model.

Hayley Morris Agains

Several important and interesting cases have come before the London Law Courts. Mr. Hayley Morris, formerly of Shanghai, whose experiences with British justice are probably fairly fresh in the minds of our readers, has been before Mr. Justice Horridge and a special jury for over a week, claiming from a well-known firm of London solicitors—Messrs. Withers, Benson, Carr, Williams and Co.—damages for alleged negligence and breach of duty in the conduct of divorce proceedings brought against him by his first wife, Mrs.

Daphne Morris, in 1921. Mr. Morris's case is that, when he returned from China in 1921, his wife told him that she wanted a divorce.

He sought the advice of the defendants and told them that he would only consent to a divorce if Mrs. Morris would enter into an agreement to accept a sum as maintenance which would be binding and irrevocable. He alleges that the defendants failed to obtain such an agreement from Mrs. Morris's solicitors and says that, if they had not told him that they had done so, he would not have disobeyed an order for restitution of conjugal rights which Mrs. Morris obtained against him and would not have supplied Mrs. Morris with the hotel evidence which enabled her to get a divorce.

He claims as damages the difference between the amount which Mrs. Morris agreed to accept and the sum which he was ultimately compelled to pay her under orders of the Court and also £1,000 costs of the alimony proceedings and subsequent appeals and applications to vary. The defendants deny the allegation with indignation and Mr. Morris has had to listen to Mr. Norman Birkett, K.C., who appears for them, saying some very ugly things about his past and his character.

Then there has been the Goddard case, in which that ex-officer of police recovered from Lord Byng the greater part of the money which the Commissioner of Police had seized on the ground that it represented sums received as bribes and was therefore forfeited to the Crown. In his judgment Mr. Justice Rowlatt, though he admitted that he did not like Goddard, made some rather strong remarks about the risks Lord Byng took in seizing the money and ordered him to pay interest at 4 per cent. on the balance to be refunded.

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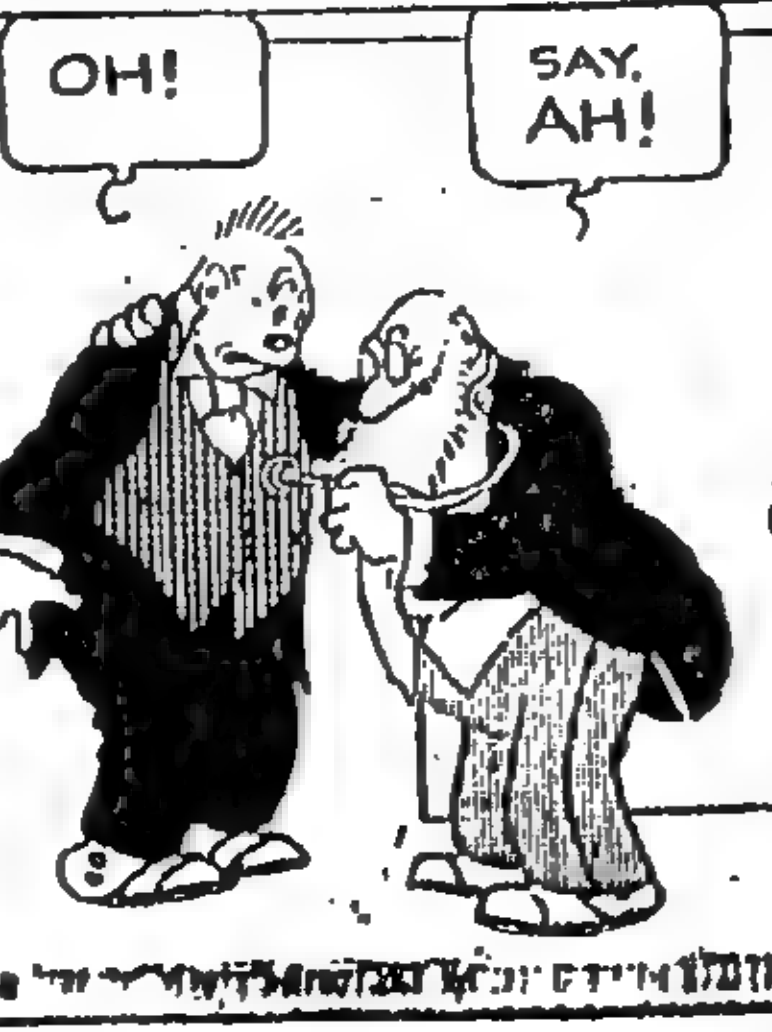
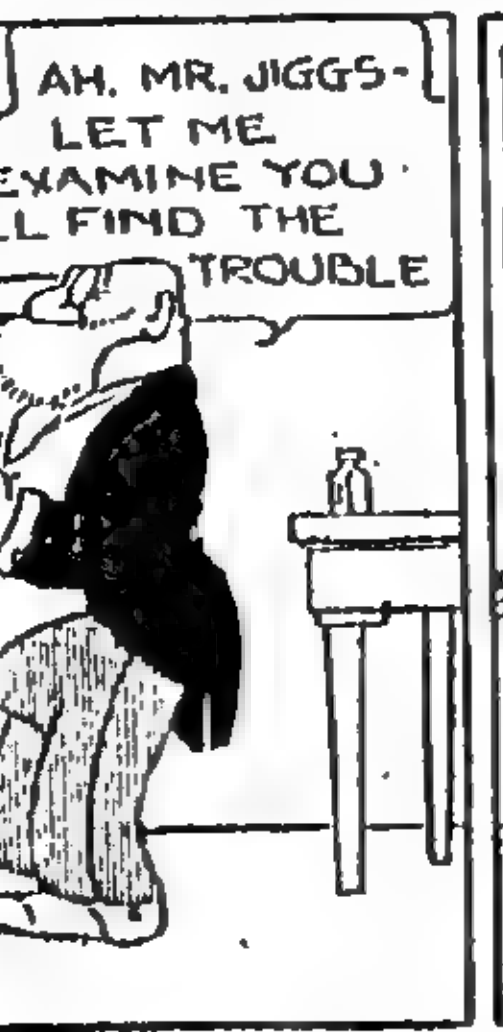
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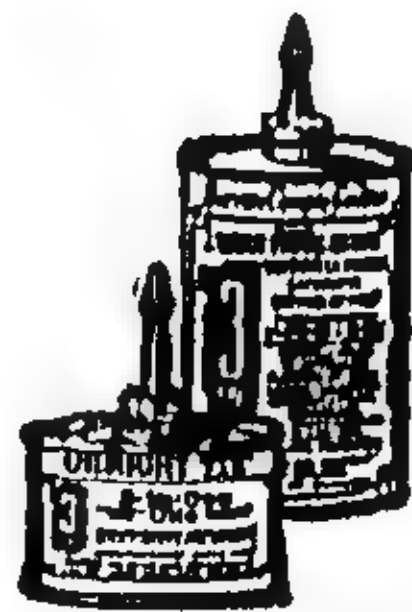
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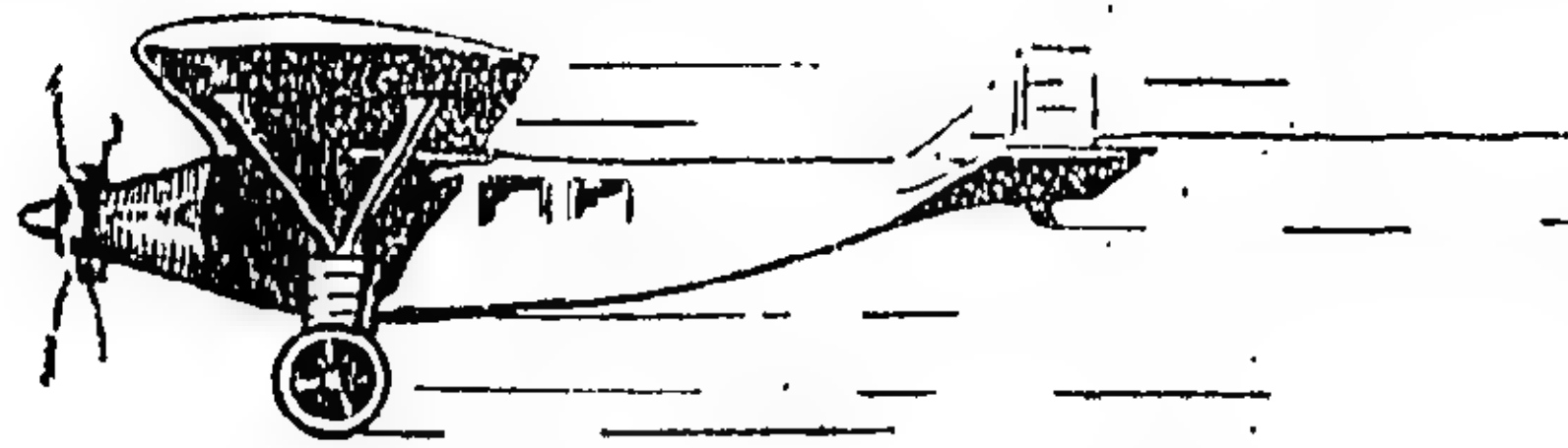
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IN THE AIR



..... and your car with its modern, high speed, high compression engine has the same need of reliable oil as an airplane engine.

For the things that automotive engineers have learned from the airplane are directly responsible for the increased power, speed and flexibility of the modern car.

The simple statement, therefore, that, out of all lubricating oil available, such famous aviators as the Round-the-World, U.S. Army fliers, Commander Byrd (North

Pole Flight) Colonel Lindberg (New York to Paris) Major Dagnaux (Paris to Madagascar) Captain C. Kingsford-Smith (Around Australia) U.S. Army fliers (San Francisco to Honolulu) Major Miller (Around Union of South Africa) and others too numerous to mention in the limited space available, have chosen THE NEW GARGOYLE MOBILOIL, is worthy of more than casual attention.

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AMAZING SUCCESS

"TAKE OFF YOUR COAT AND FIGHT"

[By Ray Priest]

When you are back up against the wall, peel off your coat and fight; take the offensive and you'll have the advantage; but fight. That is the example set by the automobile manufacturer who lost a fortune and then came back.

The Armistice was signed and John North Willys left the services of the United States Government to take back control of his mammoth industrial and financial interests.

But he found that while he was giving all his efforts to his country that a fortune of perhaps \$200,000,000 had crumbled to almost nothing.

His chief interest, the Willys-Overland, had lost its market through concentrating on the manufacture of war supplies. Twenty-nine other corporations of which he was an officer had withered away. They were peace-time activities, and during the war had been sadly neglected.

Then came a 10-month strike at the Toledo factory. Willys couldn't lose the fight for two reasons:

First, it might possibly mean the end of the Willys-Overland Company. Second, he was fighting for the entire automobile industry.

Then came the business depression of 1921. The strike was over and he was squared away for a new kind of fight. Only a short time before he had been thanked by the automobile manufacturers for what he had done for them. Now they were battling to get what business they could.

Willys was living in New York, commuting to Toledo. Just as he was in the midst of the 1921 battle the bankers stepped into his affairs. They sought the immediate liquidation of heavy loans, a result not possible under the then conditions.

"I'll never forget the day that we were gathered in the board-room of that New York bank," he said. "The chairman of the meeting turned to me as I walked into the room. 'John,' he said, 'we only see one way out for you. We'll take your affairs into the hands of a committee, give you an executive position and liquidate all of the rest of your interests, except Willys-Overland.'"

"I wouldn't give them an answer to their proposition then. They gave me a few days to tell them what I'd do.

"I didn't seem to be able to think clearly in New York, and that night went up to spend the week-end with a friend in Toronto. It happens that he is a member of our own business family, and I felt free to talk with him about it. In fact, I asked his advice.

"There is only one thing you can do," he said. "All of us in Willys-Overland know what that is. Don't you?"

"I thought I knew, but kept after him until he told me.

"Why, take off your coat and fight 'em," he shot back.

"Monday morning I went back to New York. I announced that I was taking off my coat to fight, and told the bankers they could do what they liked."

Getting into the thick of the fight as suggested to Willys was one of the things he had always done!

When he was an automobile dealer in Elmira, N.Y., Willys put up \$10,000 in cash with the Overland Company, then of Indianapolis, as a pledge of good faith on an order of 400 cars that he had contracted for during 1907.

On a trip to the flower city to see what was wrong that he wasn't getting any cars, Willys found that the Overland Company was broke. It was Saturday, and the bookkeeper added the bit of information that they didn't have enough to meet the payroll.

The financial depression of 1907 had hit the country. Willys went down-town and tried to cash a cheque for \$350 at the Grand Central Hotel. He found that there wasn't that much cash in Indianapolis that night. The hotel manager and some of the other em-

ployees came to his help, and when the men were paid off by Willys Monday morning, many of them got their money by the handful—nickels, dimes, quarters and even pennies were used.

He reorganized the almost defunct company. It became the Willys-Overland Company. He secured the country for cash with which to continue operations. Financial depression or no financial depression, Willys-Overland started to pull out of the mire of troubles.

It was just another fight. And as the company grew of its own accord prior to the War, Willys spread out into other fights, until he was in 80 industrial and financial organizations.

Willys first was bitten with the automobile bug in 1901. His father had owned a small brick and tile works and a paper box factory in Canandaigua, N.Y. He was an honest, frugal soul, and taught his son

PRAISE OF THE AUTO

Of course, it is nice to be able to fly.
To this I agree without question.
You have the advantage of being up high.
And over the traffic congestion.
But let us suppose you desire to stop.
To buy for yourself a cigar; You wouldn't quite dare were you up in the air—
And yet it's a cinch in a car.

And then if your hat blows away in the wind,
It isn't so hard to retrieve it;
But up in the sky it is silly to try.
You kiss it good-bye when you leave it.
And think of the sights you can see in a car,
The country, the cities, the crowds;
It must be insane sitting up in a plane
With nothing to watch but the clouds.

So I am content with the automobile.
It's wonderful how they construct it;
I can stop—as I do—to look over the view.
When there isn't a sign to obstruct it;
I can then go ahead, or back up—as I wish,
Turn round and go home if I care to;
And throttle the power to seven an hour,
That's something the fliers don't dare to!
—Harold S. Osborne in Sunday Times (Johannesburg).

his first lesson in life—that he must work for what he got and that some of it should be saved.

When the bicycle mania hit America, young Willys, with a few hundred dollars he had saved, secured the agency for one make, bought a business at Elmira from a man who was hit with the Klondike fever, and in eight months he had the leading bicycle store in that part of the country.

He became a wholesaler. Soon he contracted for the entire output of a factory and established his own bicycle agencies throughout his territory.

The business reached a total of \$500,000 yearly, and Willys was only 27 years old.

Then he got his first look at an automobile. It was driven by Alexander Winton on the streets of Cleveland in 1899. The impression never left him. He foreman the end of the "bicycle age."

The first horseless vehicle to appear on the streets of Elmira was a Pierce Motorette, a tiny car with a De Dion motor on the rear axle. Willys hustled over to Buffalo and sat down for a long conference with George N. Pierce, then manufacturer of the finest line of bicycles in America.

The result was that the next car built by Pierce was shipped to Elmira.

The price was 900 dollars. Everybody was willing to be taken for a demonstration, but few bought. Only two were sold in 1901 by Willys.

He added the Rambler in 1902. This was the line that later became the Jeffery and which is now built by Charles W. Nash, who changed the name of the company to his own.

By 1906 Willys had organized the American Motor Car Sales Company. The first car he handled was known for its beauty and would still be rakish appearing to-day—the American. The price was high, so Willys arranged with the Overland Company to handle its product.

This was how he came to put up the \$10,000 that sent him on the visit to Indianapolis, where he found a nearly bankrupt manufacturer.

His first step was to reorganize Overland and settle its claims for 60 cents on the dollar, 40 cents of which was in notes. Early in 1908 John N. Willys officially became everything at the factory, from president to office boy.

He moved his family to Indianapolis. He leaped at the task ahead of him with the usual Willys capacity for hard work.

Nine months later the financial statement of the company showed it had built and sold 465 cars and had a net worth of \$58,000.

In 1909 the company built and sold 4,000 cars, and wound up the year with \$500,000 cash in the bank.

Willys feels even to-day that it was the greatest year he had ever had in his life.

He claims that he has been wrong more often than he has been right, but his life at this point shows that his mistakes on big things were few and that they served as stepping stones to the accomplishment of bigger things.

"I'd rather be an optimist and be wrong, than a pessimist and be right," he told the writer recently, while at his desk in the corner of his office building overlooking his vast plants in Toledo.

That probably explains why things that Willys calls failures turn out to be stepping stones to success.

Willys is one of three automobile manufacturers who is in business to-day that was head of his own company over 21 years ago.

For in 1908 Willys attained his majority as an automobile manufacturer. His motto of optimism has led him through his difficulties. Since that near fatality in 1920, Willys has led the Willys-Overland Company upward to a place where he again is one of the world's wealthiest men, a director of one of the nation's leading railroads and a banker of notable standing.

The tide turned in Willys' favour in 1923. In 1923 his auditors reported to him that, in addition to the plant facilities of 1923, he had put \$28,000,000 cash into rebuilding his plant.

He built 96,623 cars in 1922, mostly with borrowed money. He built between 300,000 and 400,000 in 1923 with his own company's money. And his organization. He has pounded into them the words: "Learn to lose without squealing and win without bragging." And won they have. Where there is the least sign of weakness, Willys is in the thick of the battle.

GOODRICH TYRES

Greater Mileage
Claimed

The water cure process introduced by Goodrich has enabled the manufacturer to cure the rubber of tyres thoroughly through and through without overdoing at points where the heat under old process was too great. To-day the tread on Goodrich tyres is so tough and well cured that it gives thousands of more kilometres and still covers the carcass of the tyre after the tyre has reached higher millages than were ever known before.

The centre flexibility trend design is another Goodrich contribution to the tyre industry. The centre channels on balloon tyres that are built to flex in the middle of the tread over a natural hump which prevents the compression of rubber in the centre and thus avoids heating and breaking down of the structure.

The Goodrich air container which in ninety per cent. guarantees against flat tyres placed in the market by the tyre industry. Goodrich the tyre super engineers make a combination of tyre equipment which practically frees a car owner from tyre worries.

RULES TO FOLLOW

Winter Service for Cars

If one would adjust his automobile for winter service in the same way that he adjusts his house, there would be an appreciable increase in the already great number of cars and trucks that operate successfully twelve months in the year throughout the cold belt of the country.

All that is necessary, according to the Ford Motor Company, is an application of the same common sense that prompts one to alter one's manner of living in houses when winter follows summer. Just as we start fires in our furnaces, fortify our windows and doors against cold, change our manner of ventilating a house, increase the weight and warmth of bed coverings and dress more warmly, so are there simple, sensible adjustments for preparing an automobile for satisfactory operation in winter.

The service department of Ford has compiled a set of rules that may be followed with profit by any motorist who desires comfortable use of his car through the winter months. If some of them appear too intricate for self-adjustment, your dealer is in position to prepare your car for the low temperatures, snow and ice that are approaching. These simple suggestions are:

Adjustment of the shock absorbers. Cold weather tends to thicken the fluid used in absorbers and adjustment of the needle valve should be made. Road conditions in winter are quite different from those of summer and absorbers should be prepared for the greater demands that are made upon them in winter driving.

Adjustment of the generator charging rate. Cold weather brings longer nights and lights are used more. The gravity of the battery should also be checked.

Ignition should be checked and plugs adjusted to specified spaces, so that the starting of the motor will not exert undue strain on the battery.

Fuel should be drained out and all strainers cleaned, this including the sediment bulb and the carburetor.

Lubrication practices should be changed according to climatic conditions in different parts of the country, this applying particularly to the motor.

An efficient anti-freeze liquid should be put in the radiator. Hose connections, and water pump packing should be checked.

Brakes should be adjusted.

K.L.G.
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the Motor that never fails you

SIDECAR CHOICE

Make the Passenger Comfortable

Selecting a sidecar in the days immediately after the war was quite an interesting job, says Friar John in the Motor Cycle. There were many designs which afforded really luxurious riding; spring wheels were offered by several firms, and the majority of the bodies were roomy and well upholstered. Passengers, too, were more critical. In those days a big percentage of purchasers of outfits were married—and the passengers demanded comfort. To-day, the passenger's demand appears to be for "sporting lines," first, second and last—and, perhaps, a simple cushion in preference to any upholstered seat.

Many sporting bodies are far too short, too narrow, and so low in the scuttle that they give the passenger no knee-room. The purchaser himself should sit in the sidecar before he buys it. His usual passenger may be a nymph-like "five-foot-nothing," but some day he may wish to accommodate a hotter companion, and a full-sized sidecar costs but little more than a small one. Whether you are buying one of the cheapest form, or an expensive model, watch this point carefully—it will obviate a good deal of sarcasm later on!

Obviously, manufacturers cannot equip sidecars very luxuriously at cut prices, so there is some reason for the absurd cushions usually fitted. Endeavour to obtain at the outset one made of sponge rubber, or, alternatively, fit an air cushion of good depth; but be sure, to get one four or five inches deep. The cheap shallow things sometime offered are of very little use. If the wooden seat plus the air cushion brings the passenger too high scrip the former and place the air or sponge rubber cushion directly on the floor. Another tip is to make an extension of the back-rest (and pad it with soft rubber) so that on long journeys the head may rest upon it. This prevents leadache.

It is obviously impossible to give details of such a device, as sidecars vary so greatly in design, but the ingenuity of the rider should easily overcome any difficulty in fitting it. It is such an obvious improvement especially as in most cases the passenger has to ride in a semi-reclining attitude, and this has not been more generally adopted. Those who are particularly keen on not spoiling the lines of their sidecars can add a conical fairing (aeroplane fashion), made of sheet aluminium and riveted to the sidecar tail, immediately behind the head-rest. An adjustable foot-bar or rest should be fitted in the nose of the sidecar. All who have ridden any distance in the average sporting sidecar will agree that this simple device is well worth fitting.

In connection with the purchase of a sidecar body, seven important things will be mentioned—they are the width of the body; whether it be of the true sporting or of the semi-sporting type; the length of the body; the upholstery of seat and back-rest; the foot-rest; the wind-screening arrangements; and the size of the tyre. Such details as dash clocks, glove-shelf, speedometer, etc., may be left out of account. Fit them by all means, for all refinements give pleasure, and that is often worth paying for.

If you care in the slightest about the comfort of your passenger get the sidecar equipped as you think perfectly—even luxuriously; then act as passenger on a hundred-mile journey over give-and-take roads. There are very sound reasons for offering this suggestion. It is probably the best that have ever been given.

"SECOND HAND"

Terms of Unused Mileage

How many purchasers of second-hand cars have considered their purchase or prospective purchases in the terms of unused mileage?

When a motor vehicle is bought one is not, in fact, buying the car itself on the same that a piece of jewellery or a picture is purchased, but one is paying for the service that is going to be obtained from the vehicle. To put it differently, one is buying potential mileage.

It is difficult, if not impossible, to say what is the useful life of a motor car; obviously it will vary with the quality and the treatment it has received at the hands of its owner or owners.

We all know of cases of cars of the same make and approximate mileage—that after a year in one man's hands will look and perform almost as new, whilst a sister car in the hands of a careless and less well-informed owner will look a wreck and require extensive mechanical repairs as well. So that it is well to remember that our potential mileage can be dissipated more rapidly by carelessness and neglect than by legitimate use as shown on the speedometer.

Let us approach the purchase of our second-hand car from the new viewpoint of unused miles. What good mileage service may we expect to get out of this car in return for our money?

Suppose we are contemplating the purchase of a two-year-old car of average price, shall we suppose that the total potential mileage of an average car of this type when new is 100,000 miles, before it is scrapped. We approach our second-hand car with this in the back of our minds. We find that it has done between 20,000 and 30,000 miles. A careful examination of the car shows us that it has probably been fairly well cared for and reasonably carefully driven; still various minor faults may cause us to debit with another 5,000 to 10,000 miles in our minds as deductible from its prospective life. Then we know that, given average care and usage, we are buying, say, 60,000 potential miles of service, and it is the service we expect to get that in reality we are buying.

The majority of reasonably modern cars that come on the second-hand market do so because their late owners wanted a change, were tired of the old car, needed more seating capacity, more horse-power, a closed car instead of an open, or some other reason of the kind, not because they are worn-out or have not still many thousands of unused miles to their credit.

An examination of second-hand car prices reveals to the prospective buyer that figures are based more on the year of manufacture of the car than upon the mileage it has done or, within reasonable limits upon its condition. For instance, the other day there was advertised a 1924 model of a well-known small car that had only done 9,000 odd miles since it was new, and yet one was asked only a very little over the ruling average market value of similar 1924 models, most of which have probably done 50,000 miles or more; so based on unused mileage consideration, one was offered a very good bargain indeed.

When you go out to buy your second-hand car, just bear in mind that, although you are buying a car, what you are really paying for is mileage service, and it may well happen that it will pay you better to ignore the dictates of fashion and obtain for the price you have to spend a two or three-year-old car that has a big potential mileage life before it, rather than to get a year-old car that, by reason of use or ill-treatment, has reached middle-age and has most of its trouble-free mileage behind it.

RELENTLESS!

A Driver and the Robots

You can see Osbert's fearful enemies at any time of the day, standing grimly and silently at the cross streets.

Materialists call them Traffic Robots, but to Osbert they are hateful, awe-inspiring monsters, black-souled and baleful, and he would rather make a wide detour than pass down the streets where they rule.

For all these months he has successfully avoided the strongholds of the enemy, but recently his guardian angel slept, and Osbert offered to drive a business friend home. This friend is a stubborn man, who hates to be denied, and when Osbert tried to take the circuitous route, he said, "Where're you going? You're on the right road now!"

Osbert stammered, "Er...well...you see...this...er...way is quicker."

But he knew it was hopeless. "Nonsense! Go straight ahead, man. Don't you know that these traffic signals make it safer and faster to drive down these streets?"

Fearing to annoy a good customer, Osbert entered the enemy territory, filled with evil forebodings.

As the first Robot loomed before him he became a cornered rat, and turned aggressive, but the monster showed its green eye, and Osbert passed on his way. Ahead, the green light of the second Robot gleamed, but as Osbert neared, it changed to yellow then to red. With a stunning jerk, the car stopped, and the business friend cursed. Confused by fear, Osbert had a struggle to move off at the "Go," and this made him just too late to pass the third Robot. Again he jerked the car to a standstill, and again the business friend cursed.

When he started again, Osbert decided that the only way to pass the accursed monsters was to make a dash for it, so he accelerated. From nowhere a kaffir on a push-bike appeared, and for the third time the car stopped with an agonizing jolt. The business friend gurgled in an attempt to say it all at once. When the fourth Robot was reached the red light showed. Desperately determined, Osbert resolved that he would pass the next signal or die in the attempt. He got off the mark perfectly, but a dray cart and lorry turned the corner and delayed him. Undeterred, he accelerated and passed them both.

Ahead, the light changed from green to yellow...faster faster...—hanging over the steering wheel, he stared intently at the eye of the Robot...still yellow...still yellow...—he flashed past.

Then a screech of brakes and a terrific crash as the car went through the plate glass windows of the corner shop.

Ragged and bleeding, Osbert emerged from the wreckage, with the light of victory in his eyes, and he shouted triumphantly to the gathering crowd. "Hooryay, I beat the red!"

"No, you didn't!" said the policeman taking out his notebook.—Alexander Hepple in Sunday Times (Johannesburg).

Drive a Trusty
"TRIUMPH"
the Motor that never fails you

ROAD SURFACES

A Step in the Right Direction

In these days of motor transport, the question of road surfaces is of wider interest than ever before. Practically every one uses some form of motor vehicle, whether it be private car, bus, coach or motor cycle, and thus obtains first-hand information as to the state of the roads over which he, or she, travels. Anything, therefore, which is likely to effect an improvement on the surfaces of the world's highways has a direct appeal to the public.

A testing machine which will be used to a large extent in trying out materials of construction, such as concrete, has recently been completed for the British Board of Trade by the Leeds engineers, Greenwood & Bailey, Ltd. This is a 500-ton Compression Testing Machine for testing cubes up to 12 inches square in section, and 24 inches long. The load is applied by means of an electrically-driven hydraulic pump employing oil as the working fluid and 2 tons per square inch working pressure.

The machine consists of a steel base forming a hydraulic cylinder with two upright columns supporting a head which is adjustable to permit different sizes of specimens to be tested. The load is measured by means of a pendulum dynamometer actuated by the oil pressure.

Only by the most rigorous research work can the ideal material for road surfaces be discovered and such a machine as the one referred to undoubtedly represents a step in the right direction.

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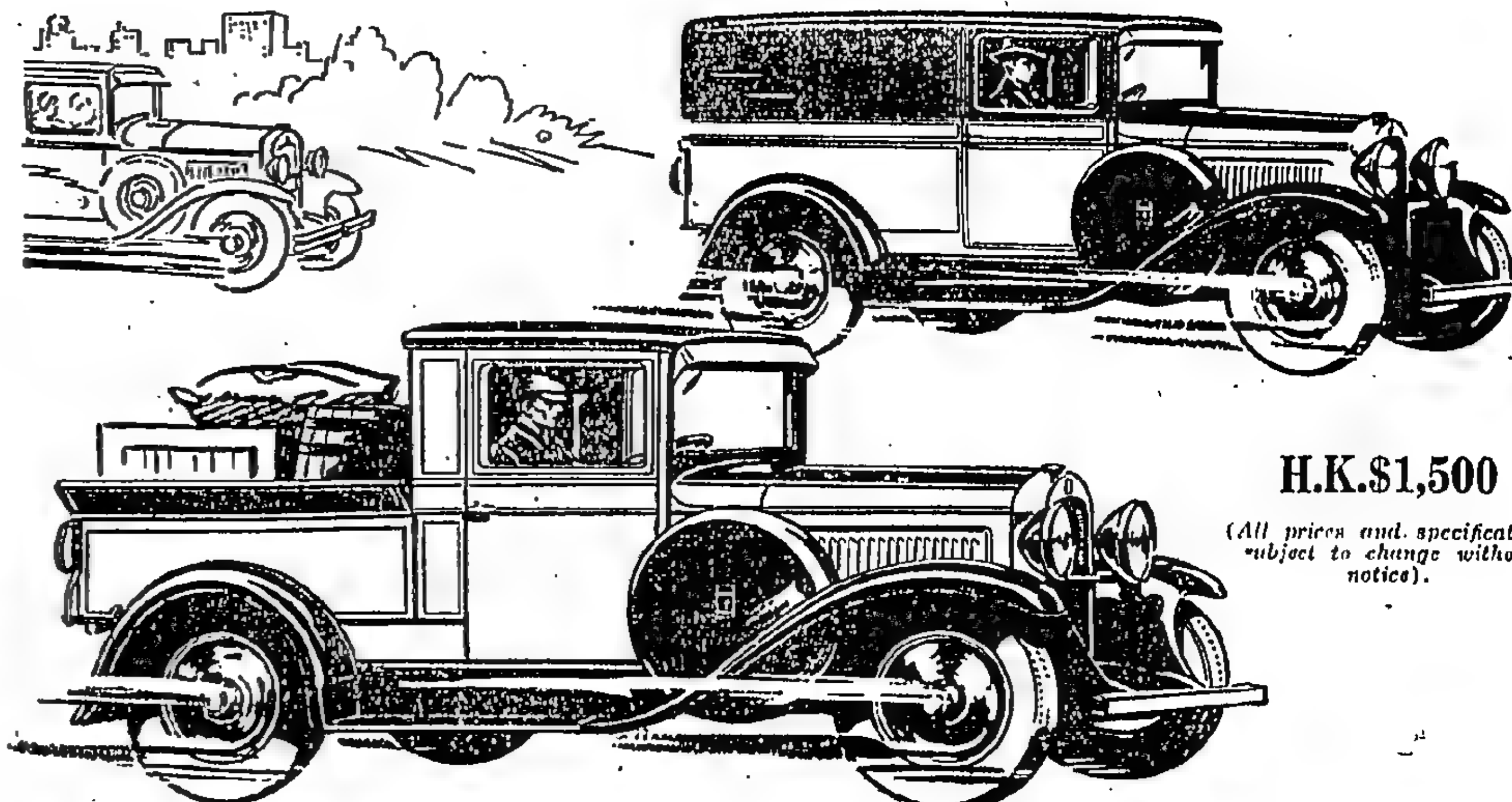
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For speedy, economical light delivery, the Whippet Four Truck is winning high favour with progressive operators who keep a close check on efficiency and costs.

The Whippet Four Truck is scientifically engineered throughout. Its high compression engine gives fast speed, lively pick-up and plenty of power for hard going and steep climbs. At the same time, this engine is remarkably economical in its consumption of petrol and oil.

This advanced commercial unit is extremely easy to operate. Its up-to-date steering mechanism is instantly responsive to effortless directing. Extra big four-wheel brakes, quick and positive in their action, assure maximum safety.

The nearest Willys-Overland dealer will gladly demonstrate the Whippet Four Truck to every operator who seeks prompt, reliable service at exceptionally low cost.

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MODEL 40-A

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Max Valier, astronomer and rocket car inventor, of Berlin, Germany, seated in his new-type rocket automobile which burns a fuel composed of carbide acid and benzene. The driver's seat is in the center of the steering vehicle. In the front of the car are four fuel containers, while two are located in the rear. The first test of the new speedster proved successful as attested by the cheering throng behind Valier, which witnessed the test on the Avus Speedway.

LONG ECONOMICAL LIFE

DIESEL ENGINES

A Great Source of Cheap Motor Power

REDUCING EXPENSES

The future of the Diesel engine as a source of motor power is one of very great interest, writes the American editor of the "Financial News." The increasing economic compulsion to reduce power costs has been reflected in the most strenuous efforts to overcome the defects of the earlier motors of this type, and produce engines that can take the place of steam or petrol-driven machines at lower costs.

Although the Diesel motor is a German discovery, it seems to be the case that the United States is making the greatest use of it and is doing most to perfect it. There are now forty-five manufacturers in the United States, making Diesel engines, although competition is at the moment so strong that it is believed only a few concerns are working this department of their business at a profit. There is now a total of about 2,000,000 horse-power of Diesel motors at work in the United States, according to a study made by the Standard Statistics Co., from which most of the data mentioned here is taken. In 1928 production of new engines reached 440,000 horse-power, and this year will see a considerable further advance.

Various Uses
Of all the Diesel power now used in American industry, 20 per cent. is in electric power stations, 25 per cent. in the petroleum industry, 25 per cent. in marine uses, and 30 per cent. in manufacturing, portable and excavating machinery, etc. This type of motor, with its cheap fuel, high dependability and minimum fire risk has been found ideally adapted to the working of oil pipelines, where they run almost unattended for months at a time. Practically every new pipeline installation since 1927 has used this type.

Diesel engines are winning a strong place as motive power for cotton-gins, refrigerating plants, and for pumping on irrigation works. In the south of America, where fuel oil is cheap, but where electricity costs about 2½ cents per kilowatt hour, it has been found that current can be produced with Diesels for 1 cent per kilowatt hour. A number of central power stations are installing Diesels as emergency powers, and also to be used during peak-load hours.

The reliability of the Diesel for marine uses is found most pronounced in the case of tugs, where their heaviness is more than offset by their great power and dependability. In all the tugs built at New York and Philadelphia during the past two years with one exception, Diesel motors have been installed. Much attention has also been given in American manufacturing plants to the statement of the Swedish-American Line that its motorships have resulted in saving approximately 30 per cent. in fuel costs.

Service as Locomotives
There are now forty Diesel locomotives on American railways, mainly of the electric generator type, and having a maximum speed of 30 miles an hour. All Diesel engineers believe that a tremendous field for this type of motor exists on the railways, and concentration is being made on improvement of design for this purpose. The New York Central has bought thirty-five shunting motors of this type recently. A great field also exists for this propulsion of single cars on branch lines with light traffic where electrification would not pay. Here costs have been reduced as much as 50 per cent. over steam equipment.

Much has been written about Diesel power for motor-cars and aircraft. There appears to be no present basis for any belief that such use of this motor is at all feasible or probable within any reasonable period. Cheapness of fuel is the Diesel's great advantage, but as it is calculated that fuel costs only amount to 13 per cent. of the cost of running the average motor-car in the United States this item is unimportant. Every company manufacturing Diesels has its eye on the motor-car field, but no perceptible progress has been made. The petrol motor appears to have little to fear from the Diesel, whatever may be the case so far as an improved steam-engine is concerned.

For Aircraft Field
Much the same is true up to date in the aircraft field. The Packard Motor-Car Co. has devoted much study to this problem and has built a plane with a motor of this sort that successfully flew from Buffalo to Washington at a very low fuel cost. However, such use in the air is clearly quite a way off. As the Diesel engine requires no electrical apparatus, such as a petrol engine, it reduces radio interference, and there is the further good point of less fire risk in a forced landing.

A number of company promoters have exploited the acuteness of concerns manufacturing Diesel engines, and have made very large claims for probable profits. It appears to be an industry in which the general investor should walk with extreme wariness until more is

MOTOR TOYS

The Peril of the Pavements

I have recently received through the post an elaborate catalogue, with beautifully coloured illustrations, of the latest developments in toys do luxe for Christmas presents. The sheet that made the deepest impression upon me was that devoted to means of locomotion. Gone are the days when a stick with a horse's head and reins at one end and a little wheel at the other was enough to give a child all the thrill of riding a prancing charger to unending adventures; and when a stout wooden horse—always a dapple grey—on a flat, four-wheeled stand put the crown on its owner's pride and happiness. Even the simple scooter's nose seems to be out of joint. Judging from the catalogue, only the latest models in cars which faithfully repeat the details of the full-sized originals are really worth having.

You could begin prudently, however, at fifteen shillings, with a primitive little model bearing the rather slighting name of "The Lizzie motor." The models work up through a runabout and a deluxe car which, besides a wind-screen, door, and "exact model of radiator," has the added attraction of being able to stand "exceedingly rough usage," to a Buick Majestic Tourer, at 20s., "just like the new 1929 model," complete with folding hood which would give great joy to the youthful owner, and the constant adjustment of which would be an almost indefinite check to any progress along the pavement; while for rather more you could have an imposing Rolls Royce saloon car, whose closely immured driver would certainly add another to the perils of the pavement for adult pedestrians.

"Pedal Plane"

Even this, however, will not long satisfy the very modern child. The latest of all appears to be a "pedal plane," with wings, tail, and a steel propeller. It should be noted that the aviator in the picture is a small girl; and, incidentally, that the small boy is more usually represented overhauling his car than riding in it.

On the same sheet there are one or two other models—a crane, an engine, and so on. And perhaps the sharpest indication of the modern attitude to toys—at least on the part of the maker of them—is the engine that "as it is pulled along . . . emits a loud 'puff puff,' just like a real one."

This, one cannot help feeling, is going too far. What real child, however modern in its ideas, will allow this enticing function to be performed without its agency? Is not the puffing, the whistling, the banging of carriage doors his own most delightful prerogative? That, indeed, is the great lack of these beautiful and over-elaborate models. They are simply not toys, for they leave nothing whatever to the imagination. They are owned, admired, used—but they cannot be played with. The humble "Lizzie" car will probably give the right sort of child a more satisfying and lasting joy than the one described as "a luxuriously equipped model" with "nickel-plated spring bumpers, and adjustable windscreen, driving mirror, bulb horn, starter, adjustable upholstered seats, number plates, tool box, luggage grid, oil and petrol tins, and indeed almost everything a modern car has except an engine. Chain drive with ball-bearing back axle."

There is no need, however, to throw the catalogue away in a pet. In itself it is quite a plaything and should be preserved for a rainy day or a period of juvenile quarantine. Printed on glazed paper and brightly coloured, the cars can be cut out, mounted on cardboard, and played with or arranged in a motor show, giving long and happy free entertainment to children who can certainly never hope to possess the originals at 219s.—B.N.S. in Manchester Guardian.

known about how far technical difficulties can be overcome, and which companies will be able to manufacture Diesel motors at a profit. The situation is well summed up in the study mentioned above in these words:—

"In short, no basis for the belief expressed in some quarters that the Diesel engine will shortly revolutionize automobile power can be discovered. Admittedly the aircraft market may, in time, develop into a highly important one, but possibilities in the passenger automobile field are so remote as to merit little attention from those contemplating purchases of Diesel engine manufacturing companies' securities at this time. On the other hand the outlook for the marine railroad, public utility and stationary service divisions of the industry is extremely good."

CARS FOR 1930

General Motors Changes

Detroit, Mich., Dec. 7.

Signs that the automobile industry will stage its usual comeback from seasonal and other conditions which periodically slow up production are beginning to manifest themselves.

The horizon line is January 1, and the new year will bring groups of improved models certain to stir buying impulses.

From official intimation of the past week the introduction of a changed Ford Model A is assured, while General Motors will have at least five new or improved models. Only one has been officially designated yet, but it is generally believed in the trade that four other models are nearly ready and that shipments will begin before the end of the month. Two of these models, according to reports, will represent radical steps forward.

With the Ford and General Motors change in prospect, the so-called independent makers have not been idle. Many are getting ready to bring out eight to ten new models of their present six cylinder lines. The accounts vary regarding the number and extent of the changes, but there will be at least five new cars to be viewed and talked about. Two of them have pre-views for dealers and the press scheduled immediately.

Last year, in particular, this practice seemed to be much overdone. Sales departments of various companies bid against each other for advantageous hotel and other display space aside from the industry's own official show.

The Used Car Business

The used car and the trouble it causes manufacturers, distributors and dealers have been put in a book by Paul G. Hoffman, vice-president of the Studebaker Corporation, collaborating with James H. Greene, manager of the Studebaker factory's co-operative department. Mr. Greene formerly directed a research bureau for retail training at the University of Pittsburgh.

In a foreword, C. A. Vane, manager of the National Automobile Dealers' Association, calls it a volume for the dealer who works soundly and hard, and who is looking for organized common sense.

Mr. Vane's conclusion is borne out by a chapter showing that marketing used cars is a business and not a problem. Mr. Hoffman and Mr. Greene say that the fact that there are about one and one-half used cars sold for every new car sold proves there is a market for used cars which is entitled to consideration.

They point out that dealers have regarded the re-sale of these cars as an evil, and have made a mistake in attempting to delegate the disposal of such cars to other agencies. Here are a few interesting extracts from the book on this subject.

"When the merchandising of used cars ceases to be regarded as a problem and is considered as a necessary part of the retail automobile business, the problem disappears."

"The responsibility of marketing used cars must be accepted by dealers. A few dealers have shown that this can be made a valuable department of a new car business."

"Retailers in other lines have shown the value of one price and honest value policies in selling lower priced merchandise. There is a lesson in this for the dealer in used cars."

"Inflated values in used cars do not fool the average purchaser. They result in eventual losses to the dealer, and often repossessions as well."

A VOICE FROM NEW ZEALAND

I gather from a New Zealand motorist that there are some things which they do better over there. For example, instead of carrying licences on the wind screen or on the side of the car, where they are not easily seen, they have coloured number plates corresponding to our own, which are changed each year. Thus, if the colours are blue and white for the current year, and a car comes along with green and yellow plates, the irregularity can be spotted at once. Apart from the smallness of our printed slips, they are a little confusing to check with the annual licence in one colour, which remains unchanged throughout the year, and the colours of the part-year licences different and changed every quarter. The police, having something better to do, take little notice of them, though now and again the county constabulary stop all motorists to scrutinize both cars and driving licences.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4641.

MOTOR TRAFFIC

How It Has Grown in Six Years

How motor traffic has increased in Great Britain during the last six years is shown by an analysis of records taken by the Automobile Association in the autumn periods of 1923, 1928 and 1929. Street traffic in London and the great cities is not included in these returns.

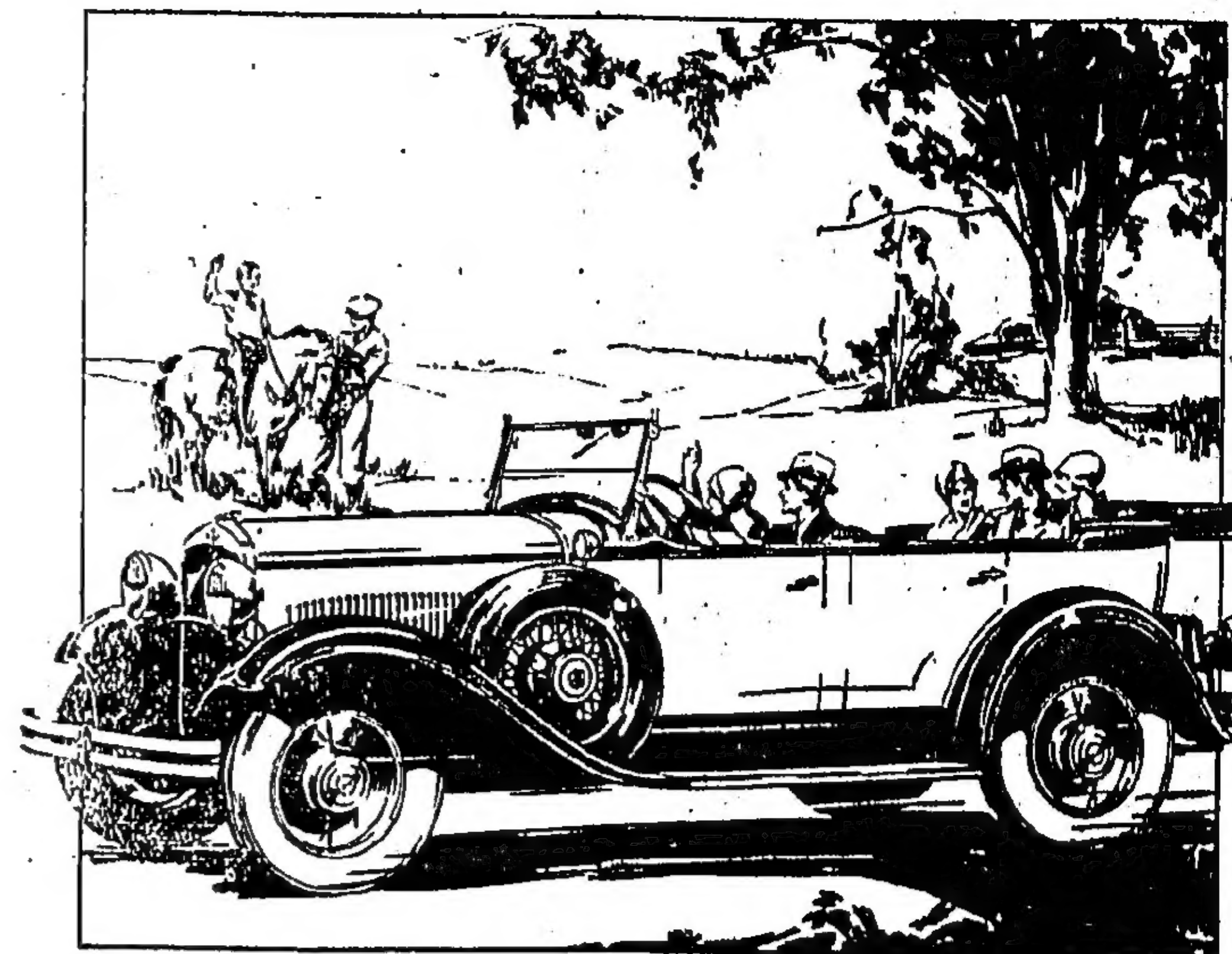
The average traffic passing the hundred or so A.A. census points last year totalled 17,000 private cars in a week, as compared with 3,000 in the year 1923. Thus the average flow of car traffic has grown more than five-fold in six years. Comparing the figures of last year with 1928, the average increase in traffic has been over 12 per cent.

The highest average per census point is maintained by the North Western area, which includes Lancashire and Cheshire. There the average was 23,378 cars per point in a week of 77 hours, or an average of over 3,330 per day of 11 hours.

Whilst car traffic has increased more than five-fold in six years the actual number of cars has not yet increased three-fold in the same period, thus indicating that road usage increases more rapidly than the number of vehicles. This fact emphasises the urgent need for greater road development and immediate legislation.

Metropolitan Salon

The Metropolitan Salon showing custom bodies on the Lincoln chassis was exhibited in Washington, D.C., during the latter part of November, following a display in the Schenley Hotel, Pittsburgh. The Washington display opened in the Mayflower Hotel for one week and was then moved to the Warfield Motor Company floor. Previous to the Pittsburgh showing, the Salon was in Reading and Philadelphia, Pennsylvania; prior to that in Baltimore, Maryland.



Power that far exceeds all demands

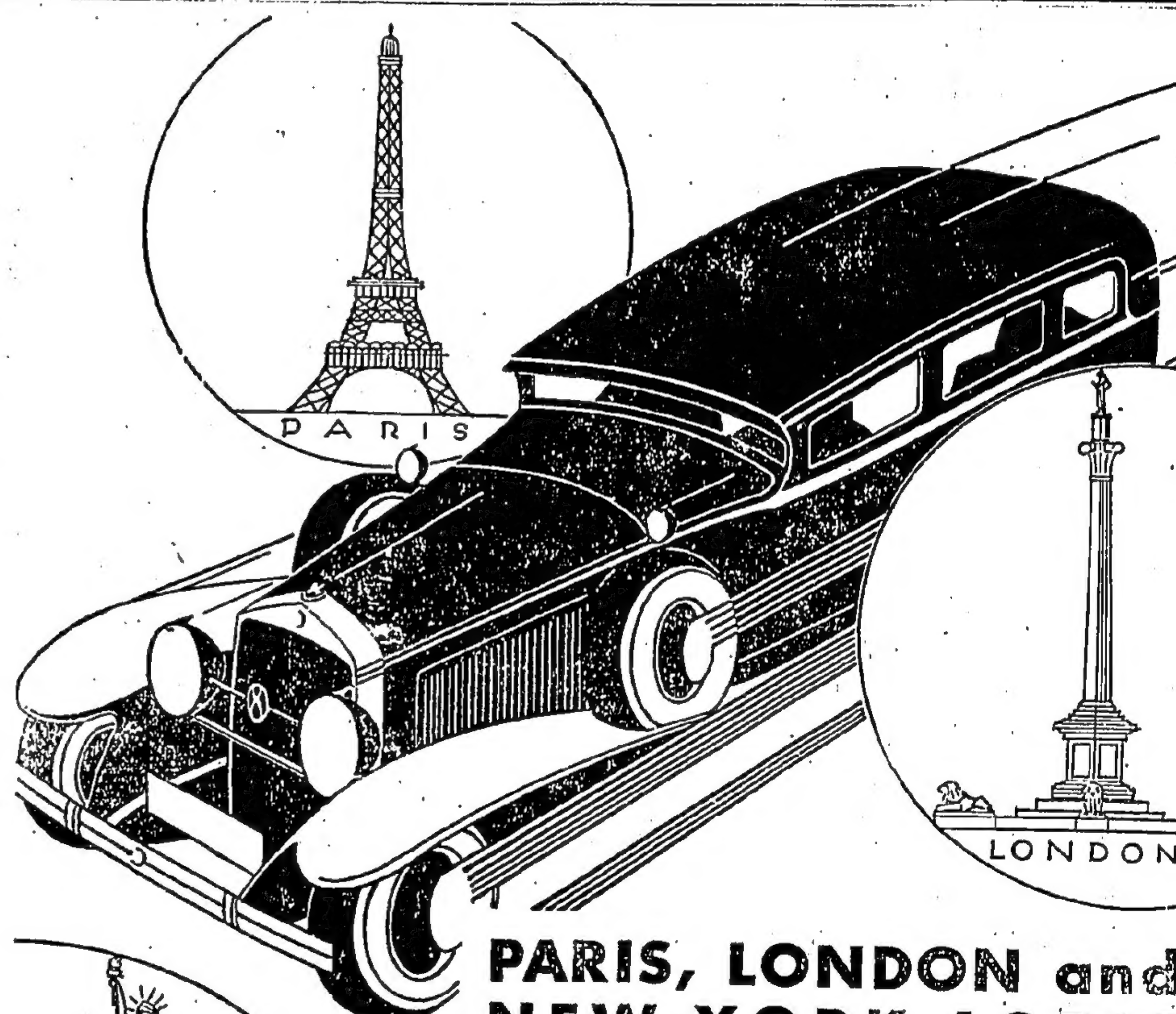
DODGE BROTHERS SIX

CHRYSLER MOTORS PRODUCT

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. C. 5644.



PARIS, LONDON and NEW YORK AGREE ABOUT EIGHTS

At the Paris Salon 44 Eights were exhibited—compared with 27 in 1928. London and New York Shows also prove motorists everywhere are demanding the greater power, smoothness and flexibility only Eights can give.

Studebaker pioneered economical eights at the price of sixes. Its three champion eights—President, Commander and Dictator—have won more official performance records than any other car. So now Studebaker is the world's largest builder of eights! A fitting achievement for Studebaker's seventy-eighth anniversary.

Price Range from G\$1,240 to G\$3,000.

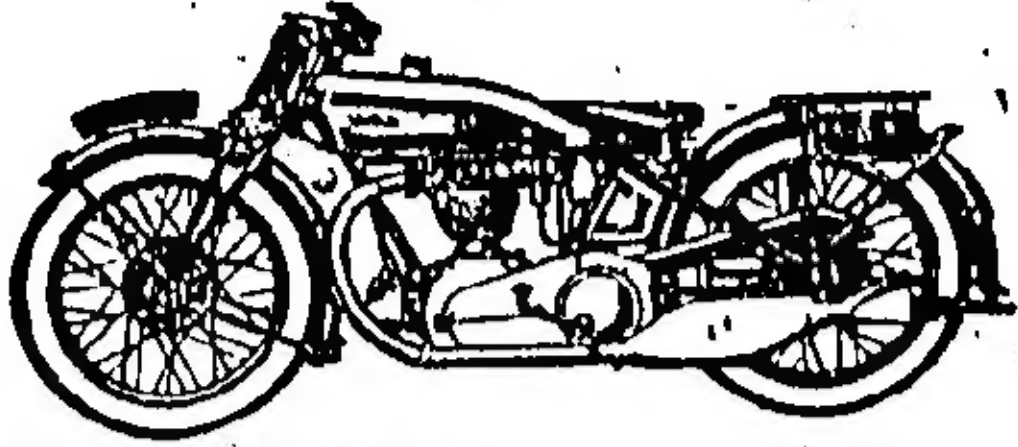
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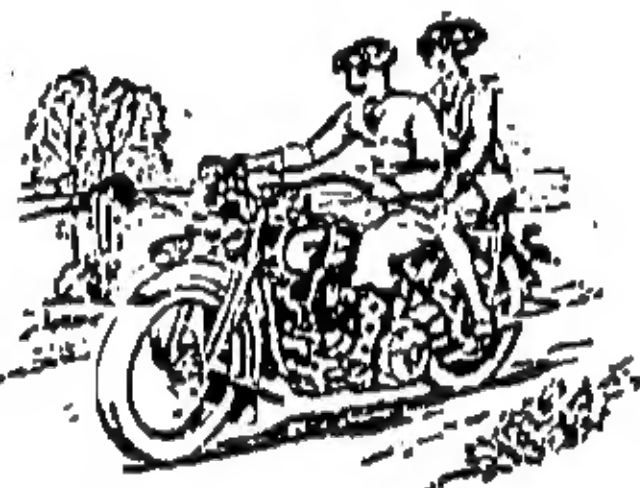
NORTON

MODEL NO. 18 4.90 M.P.

"Unapproachable" as the machines have proved in the past, 1930 witnesses an even finer production in NORTON. Many important improvements are embodied in the new NORTON designs, including enclosed valve gear mechanism and push rods, detachable cover for Rocker Box, improved arrangement of cylinder head layout, efficient silencer, and Chromium plating.

COME AND INSPECT IT AT
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1930 HARLEY DAVIDSON NOW ON DISPLAY

THE GASCON MOTOR CO.
REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
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2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry).

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK

ACCOUNT SERVICE

Cunocar Plan Aids Small Shops

Motor cars are to-day used for almost every conceivable purpose, but the service recently established by the Cunocar Accounting Service of Portland, Oregon, is decidedly an innovation.

The Cunocar Accounting Service, a bookkeeping service on wheels catering to the smaller firms who do not have a bookkeeper on full time basis, has thirty small trucks in operation on the Pacific Coast. Offices are maintained in Portland, Salem, Vancouver, Washington, Tacoma, Bellingham, San Diego and Los Angeles.

Headquarters of the firm is in Portland, Oregon, where the system was thought out and planned and patented by Cuno R. Bryant, president of the company. With business in the various cities increasing daily, more cars are continually in demand and the firm has installed its own body building plant at 455 East Ash Street.

Mr. Bryant states that over \$6,000 has been spent in trying out patterns and models and a truck body has been perfected. Ford chassis are used. The latest model weighs about 4,000 pounds and is ten feet long. The six-foot accountant can do his work standing up if he wishes, as the cars are six feet two inches high inside.

Instead of using fir or hemlock for the three-ly veneer inside the bodies, imported ash and oak are utilized in the Cunocars. Each car has seven plate glass windows, with striped awnings for summer use. A small window just above the floor at the back aids the driver in parking.

The floor of the Cunocar is covered first with felt, then with linoleum and to insure perfect insulation, the car is roofed with a three-inch thickness of cork. Ceiling lights above the built-in desks provide artificial light. All wires are run in copper conduits, so that replacement can easily be made in case a wire should happen to burn in the roof. A gas heater and a small electric fan helps to maintain an even temperature in the car.

Each accountant drives his own car, and does no mechanical work whatever, not even changing a tyre. To ensure safe driving, there are three sets of mirrors on the sides and one on the left fender.

Last year the Cunocar Accounting Service kept books for 350 different firms on the Pacific Coast, transacting business worth \$12,000,000 and representing seventy-eight distinct lines of business. Approximately 35 per cent. of the business transacted in Portland, where the service first started is done with automotive concerns—truck operators, truck distributors, top shops, garages, wheel shops, sign shops and automotive parts concerns.

NEW LICENCE FEES

Regulations for Cars in Canton

Canton, Yesterday.
The following are the revised regulations for motor-car licence fees in force from January 1:—

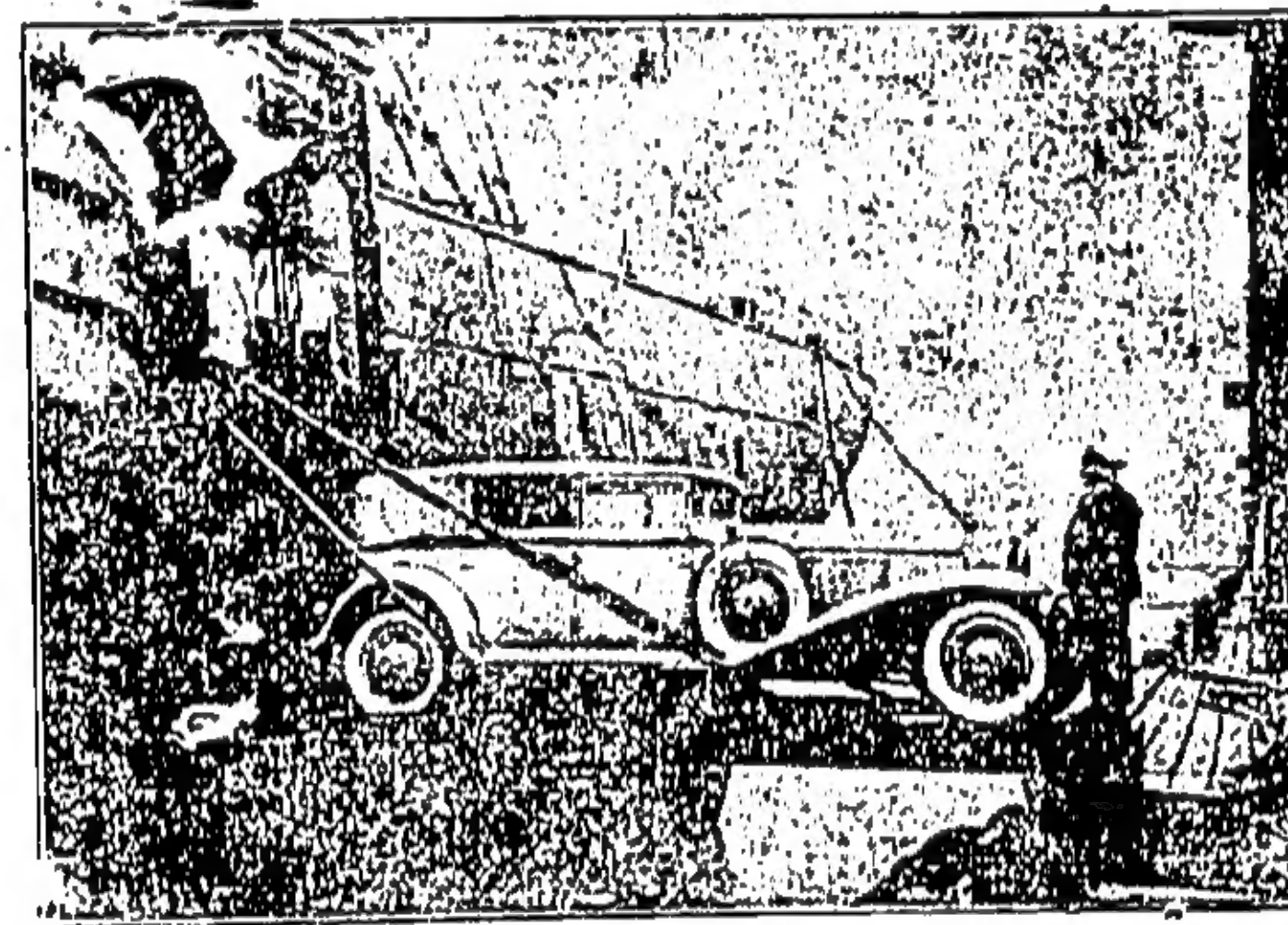
Public seven seaters, \$160 per annum.
Public five seaters, \$140 per annum.

Private cars and public trucks of not over 1 ton, \$180 per annum.
Private cars and public trucks over 1 ton, \$260 per annum.

All other vehicles will be licensed as formerly.—Canton News Agency.

BUICK MODELS FOR 1930

The 1930 motoring season has already shown promise offering valuable innovations in beauty and mechanical refinements that the public is looking forward expectantly to the announcement of each new make and model of motor car. This natural curiosity among local motorists is now satisfied with respect to Buick, for N. V. General Motors Japan has announced the new 1930 model, a motor car of new long, low lines which should appeal to all car buyers. A new slender beauty has been designed to match its improved performance, a beauty which serves to exemplify the increased speed, power and ability of the 1930 Buick. Offered in the new line are twelve motor cars which, in addition to their greater power and more attractive bodies, have innumerable mechanical improvements. The cars are divided into two groups, known as the "40" and "60" series, having a range of six models each.



The illustration shows the first Cord Front Drive Car being loaded on board s.s. Schleswig Holstein in New York for the Paris Automobile Show.
The Cord Front Drive has

INCREASED POWER

Alternative Fuels for I-C Engines

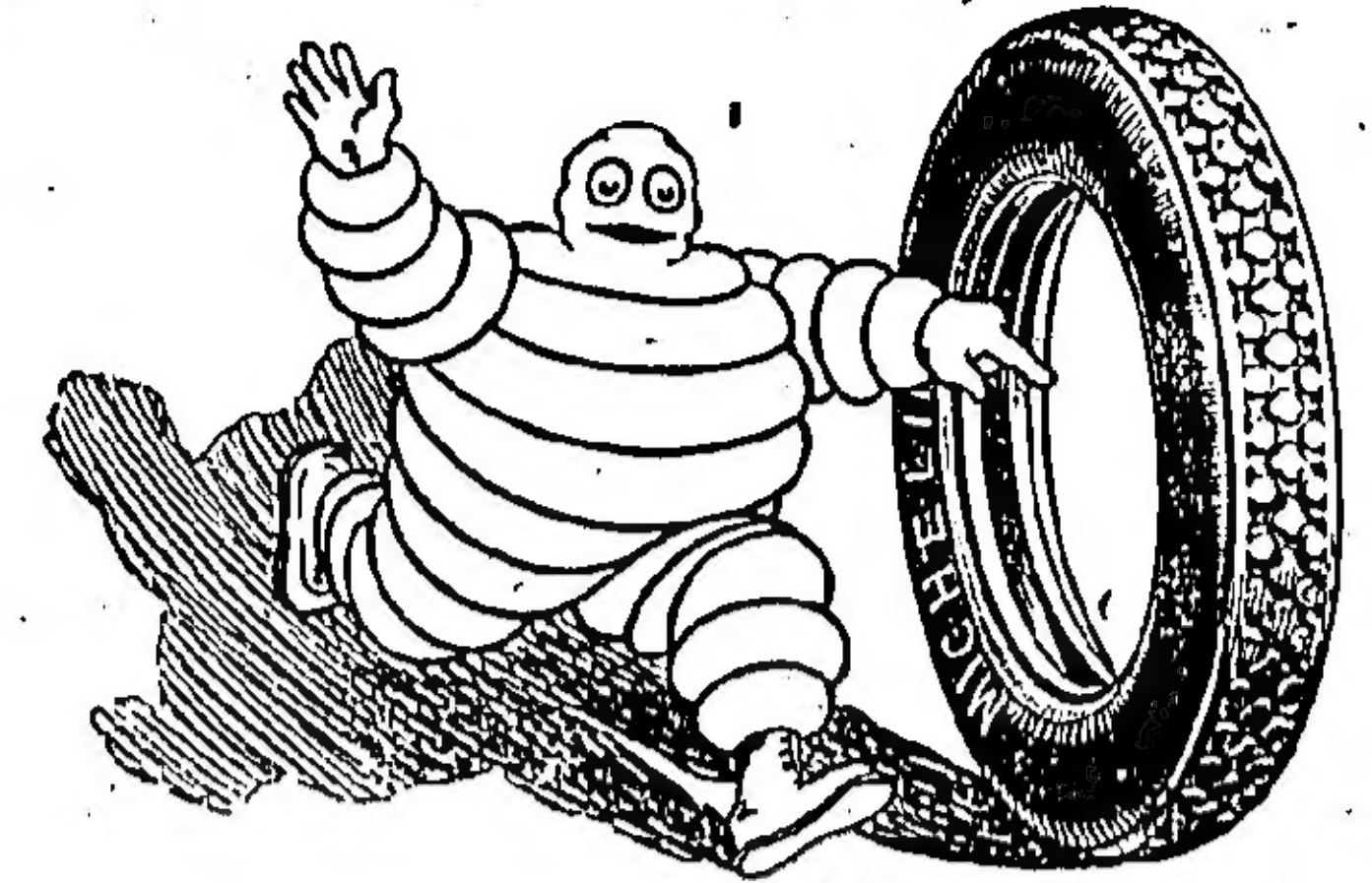
By means of a fuel atomiser or gas generator it has been found possible to run an engine of the internal-combustion type on either petrol, paraffin, fuel oil or alcohol, and it is said that more power is given and a lower fuel consumption obtained without any alteration to the engine. The device consists of a chamber placed between the carburettor and the inlet manifold, by means of which the incoming charge of gas is subjected to centrifugal action, which has the effect of flinging the wet particles of fuel on to a heated surface, where it is vaporised. During recent tests of a four-cylinder engine which normally develops 52 brake h.p. at 1,200 r.p.m., it was found that by the use of the atomiser, and running with a high-compression cylinder head and on alcohol fuel, an additional 17.4 h.p. was obtained at 1,600 r.p.m.

Selling Tyres

Travelling men in the most southerly part of Argentina are compelled to traverse a desolate section of the country where the roads are most primitive. For that reason they are finding the Model A car a favourite. The following except from a letter was written by a tyre salesman who represents a large manufacturer. "My Model A roadster has behaved wonderfully and I do not think I could ask any more from any other car of higher price and power. I feel this so strongly that in a few days I am going south again with the same car, fully confident that I will have just as satisfactory a trip."

MICHELIN

FOR NON SKIDDING
AND DURABILITY.



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THIS LOW COST

FISK

gives true All-Cord

MILEAGE

Why not replace that wornout tyre

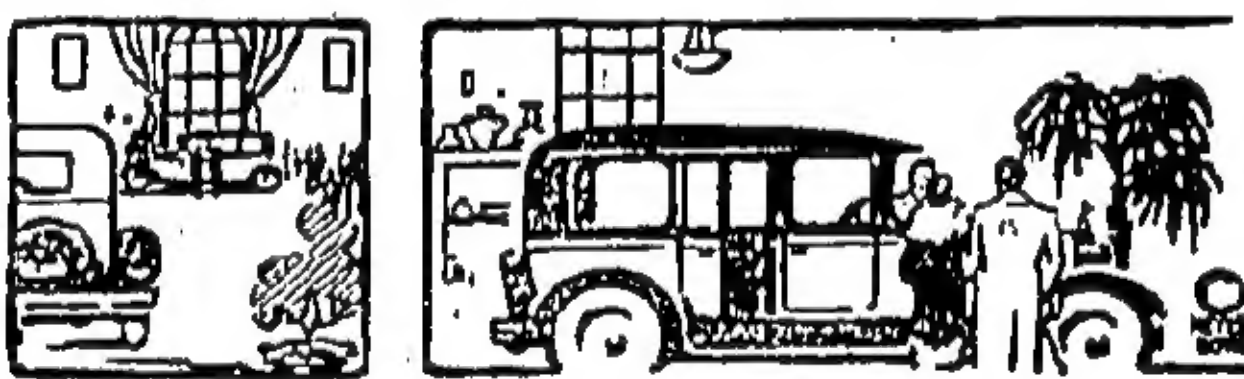


FISK PREMIER ALL CORD.
A fully guaranteed FISK TYRE at an unusually low price. You can't try more MILEAGE for the money.

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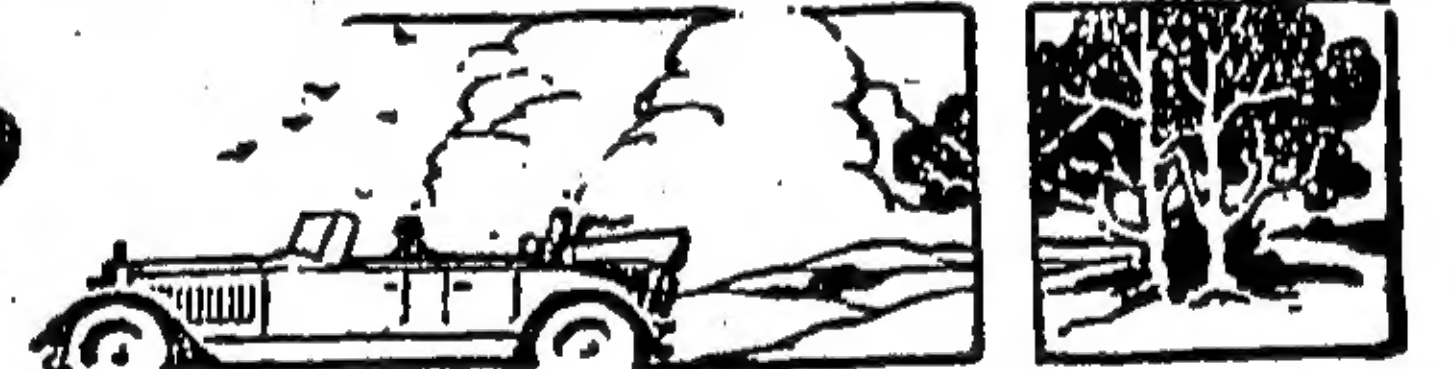
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Telephone C. 290. 4A, Des Voeux Road C.



MOTOR NEWS

From Road & Showroom



"Ariel" Motor Cycles
Stapleton and Merritt riding Ariel "G" and sidecar smashed the Melbourne-Adelaide sidecar record on January 21; 609 miles; time, 16 hours 59 minutes, 45 seconds. First British machine to succeed.

Manchester's Motorists
In 1928 36,000 driving licences were issued in Manchester—an increase of 3,000 over the previous year; it was anticipated that the total would rise about 10 per cent. last year.

Electrical Equipments
A minor fault with some of the electrical equipments in use is that the needle of the ammeter sometimes swings right off the scale and "sticks"—that is, it does not return to zero. This denotes a slight defect in the instrument, and one that, strictly, ought not to occur; but if it should do all that need be done is to give the glass front of the instrument a few sharp taps with the tips of the fingers when the needle will swing back to zero. On no account should the instrument be taken off the switchboard.

Speed, But No Noise
The impatient motorist who insists upon "honking" his horn in a traffic jam is likely to be arrested by Paris police. The motorist who fails to use his horn when it should be used as a warning to pedestrians is in for a similar experience. Three hundred and fifty-four motorists were arrested in Paris within a month on charges of lack of use, or excessive use, of horns. Paris police records show that an average of 125 motorists are arrested every day in the French metropolis. Inadequate lights brought arrests to 743 within a month, while speeding was considered sufficient cause to arrest only seventy-four.

A National Sorrow
The Paris traffic problem is described as "not so much a problem as a national sorrow."

Highway Perils
One of the main causes of accidents on the highway is "cutting-in." Some drivers never seem to learn that they should not attempt to pass another vehicle unless there is ample room, and that the manoeuvre should not be attempted if there is a blind curve, a cross-road, a driveway on the right, a hill or anything else which would obstruct the vision. Many a motorist has "cut-in" without thinking of what might happen if one or the other of the passing motorists decided to swerve or accelerate suddenly. "Cutting-in" is always a dangerous practice.

Home-made Winch
The Journal of the Underground Officials' Association of South Africa, describes a method of making a winch which has proved very successful in extricating cars from mud. The winch consists of a drum made from a piece of 1 1/2 in. tube, 9 inches in length, flanged on the bottom, and drilled at the top and to take a 2 ft. length of 1/2 in. tube; the latter acts as a handle to rotate the drum. Affixed to the drum is a 100 ft. length of 1/4 in. steel rope with a small hook attached to fasten on to the car. The drum is slipped over a 3 ft. stake driven into solid ground ahead of the car. If the ground is soft, a wedge made from 2 in. hard wood can be driven in. The best method of attaching the rope to the car is by passing it around the back axle and bringing the hook back on to the rope. This type of winch has been successfully used on a car weighing 1,700 lb. It is economically constructed, and can easily be carried under the back seat.

Buses Replace Trams
Burton-on-Trent has given up its trams, and orders have been placed for eighteen buses to replace them.

Hand of Hope
Taxi-drivers in Toronto who get into trouble for over-indulgence in drink are called upon to sign the pledge and are placed on probation for three to twelve months.

Constables Hors de Combat
The conglomerate of darning taxis, private motor cars and cyclists in Paris placed 340 traffic policemen on the injured list during one year.

Gloves Decline
The popularity of the covered car is stated to have caused a big decline in the demand for furnished driving gloves. One American glove factory is reported to have been compelled to close down.

Novel Brake
A very novel Servo brake has been designed by a Swiss engineer in which the orthodox plan for vacuum braking is inverted, i.e., a powerful spring applies the brakes, but is normally held in its compressed position (with brakes pressed) by means of a piston operated by engine suction. Matters are so arranged that an atmospheric valve, operated from the brake pedal, reduces the vacuum progressively and so permits the spring to exert an increasing force on the brake gear. The pedal is interconnected in such a way that the driver can feel the extent to which he is retarding the car. An obvious advantage of this plan is that braking power does not suffer depreciation should the engine stop. The brake can, however, be released independently (if the engine fails) so as to enable the car to be moved.

Circumstances Alter Cases
"Here, boy, I've run out of petrol. Get some quick. Push on! Push is essential. When I was young I pushed, and that got me where I am to-day."
"Well, sir, you'd better keep on pushing, 'cos we've sold out of petrol."

By Car to Poverty
Said a creditor at Westminster County Court: "Debtor gets a thousand a year, I should think." Judge Sir Alfred Tobin: Why do you think so?
The Creditor: He runs a motor-car.
Judge Tobin: That is the way some people get into dire poverty.
The Creditor: It's a big car.
Judge Tobin: The bigger the car the more it may deplete his means.

Worships His Motor-Car
In connection with the great Indian festival, known as the Danara, there is an important ceremony when the ruling Prince performs the worship of the various sacred animals, and other means of conveyance, including his motor-car, of which he has a considerable number, including several Rolls-Royces. The whole ceremony is most elaborately staged, and gold cloth, being erected in front of his beautiful palace. The Maharajah himself, dressed in his robes, ascends the dais, with his priests. All the officers of the State, and his visitors are also present. After his sacred elephant and white horse have received their measure of worship, his cars are then brought, gaily decorated for the occasion. To the rendering of the sacred texts in Sanskrit, the Maharajah throws flowers on the car and the priest invokes a blessing on them. It is a most picturesque ceremony, and taken place every year.

Cuban Millions
The Republic of Cuba is to build a Cuban Central Highway which will be 705 miles long and will cost \$15,600,000.

Germany Bans Road Racing
It is reported that, "in the interests of public safety," the Prussian Ministry of the Interior has prohibited all road racing—motor or motor cycling.

A Stout Effort
A really arduous journey has recently been completed by a car that crossed the Kalahari Desert in six and a half days, the route being by way of Windhoek, Gobabis, Ghanzi, Molepolole and Gaborone. From Ghanzi to Molepolole, a distance of 460 miles, no water was obtainable, and the expedition, headed by Mr. Donald Bain, had to be rationed until the Kalahari Desert had been crossed. The entire distance covered was approximately 1,100 miles, and the only trouble encountered was punctures caused by thorns.

At Cowley
All the romance of one of the biggest enterprises in the motor industry is contained between the covers of a well-illustrated and absorbing little work entitled "At Cowley." This is a chronicle of Morris activities, and the story begins in 1920 when, as the writer says, "a few enlightened folk were awakened to the fact that the cumbersome and costly types of car then the rule were neither necessary nor desirable from the average owner's point of view." Staged by stage the reader is taken through the years of patient labour which have gone to the making of the present giant factories at Oxford and elsewhere. The latter part of the book is given over to a description of quantity-production methods.

Scrapped
It is estimated that the number of used cars scrapped in America during 1928 was approximately 2,750,000.

Makers and Users
One hundred and seven countries use automobiles, and seven manufacture them.

Toll Of The Road
The London Morning Post in mail week published, for the eighteenth week in succession, a list of road accidents which occurred during the week ending the previous Friday. The list is compiled from Press reports and is not to be regarded as complete. The week's total showed 40 killed and 74 injured, compared with 20 killed and 13 injured during the preceding week. The total for the eighteen weeks record in the London Morning Post lists is:
Killed 672
Injured 1,119

Record Motor Ship Orders
The year opens with a record number of orders in hand for motor ships. According to the Motor Ship (published by the Temple Press Limited, London) they amount to over 350 (all above 1,000 tons gross) and the total tonnage represented is nearly 2,000,000. This is by far the highest figure that has ever been recorded, and a year ago it was approximately 1,700,000 tons.

Of these new vessels about 110, of three quarters of a million tons gross, are being built in British yards and a very large proportion of them are for foreign owners. Of the 3550 ships, 40 are passenger liners and between 125 and 130 are oil tankers. It is believed that the tonnage of motor ships in hand is far greater than that of steamers.

Ultra-Violet Ray
The Dunlop Company has opened an ultra-violet ray clinic at its works.

Figures from France
Motor cycles have increased in France from 232,201 to 301,914, while cycle cars, once so popular in that country, have declined from 27,450 to 26,555.

Closed Cars in U.S.A.
How rapid has been the rise into favour of the closed car in America is shown by tables, recently published, indicating the percentages of open and covered motor vehicles in that country from 1910 to the end of 1928. In 1910 the open vehicles represented 89.7 per cent. and closed 10.3 per cent. In 1928 the latter had forged so far ahead that they were 83.5 per cent. of the total, the odd 11.5 per cent. representing open cars.

Finland Import
During July of last year 302 cars were imported into Finland, as against 419 in June and 801 in the corresponding month of last year. During the period January-July 2,693 cars were imported, the figure for the similar period of 1928 being 4,091. The majority of cars in use in that country are American, the few European cars being mostly Fiat and Citroens. With the exception of Vauxhall Motors, Ltd., it is stated, no English firm has an agency there.

Drive a Trusty
"TRIUMPH"
the Motor that never fails you

BUYERS' GUIDE

MOTOR CARS

ARMSTRONG SHIDDELEY—Hongkong Hotel Garage, Queen's Road. C.4769.
BEAN—Lane, Crawford, Ltd.
BUICK—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC—Hongkong Hotel Garage, Queen's Road. C.4769.
CHANDLER—The Asiatic American Co., 11, Queen's Road East. Tel. C. 676.
CHEVROLET—Hongkong Hotel Garage, Queen's Road. C.4769.
CHRYSLER MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
CLYNO—Lane, Crawford, Ltd.
DE SOTO MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DODGE—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
ESSEX—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. 1558 & 3532.
FIAT—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C.2221.
FORD—Wallace Harper & Co., Ltd.
GUY MOTOR PASSENGER BUSES—Republic Motor Co. of China, 30-32, Des Voeux Road, C. Tel. C. 1216 & 6252.
HILLMAN—Lane, Crawford, Ltd.
HUDSON—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.
HUMBER—Lane, Crawford, Ltd.
MORRIS—Hongkong Hotel Garage, Queen's Road. C.4769.
OAKLAND—Lane, Crawford, Ltd.
OLDSMOBILE—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
PLYMOUTH MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC—Lane, Crawford, Ltd.
ROLLS-ROYCE—Hongkong Hotel Garage, Queen's Road. C.4769.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road. C.4769.
VAUXHALL—Lane, Crawford, Ltd.
WILLYS-KNIGHT & WHIPPET MOTOR CARS—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS—The Asiatic American Co., 48, Stanley Street. Tel. C. 244.
BEAN—Lane, Crawford, Ltd.
CHEVROLET—Hongkong Hotel Garage, Queen's Road. C.4769.
FARO MOTOR TRUCKS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
FEDERAL TRUCKS—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.
FIAT—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C.2221.
FORD TRUCK—Wallace Harper & Co., Ltd.
FORDSON TRACTOR—Wallace Harper & Co., Ltd.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
GRAHAM—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
MORRIS—Hongkong Hotel Garage, Queen's Road. C.4769.
REO MOTOR TRUCKS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
SPA—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C.2221.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road. C.4769.
WILLYS-KNIGHT & WHIPPET TRUCKS—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

MOTOR CYCLES

R. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.
HARLEY-DAVIDSON—Gascorn Motor Co., 2, Kwong Wah Road, Kowloon. Tel. K. 1242 & K. 804.
HUMBER—Lane, Crawford, Ltd.
MONET-GOYON—French Motor Cycle Co., 46, Nathan Road, Kowloon.
NEW HUDSON MOTOR CYCLES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES—Hongkong Hotel Garage, Queen's Road. C. 4769.
ACCESSORIES—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
FIRESTONE TYRES—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.
FISK TYRES—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.
GOODRICH TYRES—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.
MICHELIN TYRES—Goeke & Co., China Building C. 2221.
MILLER RUBBER TYRES AND TUBES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
WILLARD BATTERIES—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.

ON SKIDDING

It is amazing to discover how many drivers are ignorant of the method of correcting a skid. Even those who know the correct procedure of turning into the skid, that is, turning to the left when the back skids to the left, overdid it and got into an equally awkward skid the other way.

When you turn into the skid and feel the back of the car coming straight, immediately straighten out the steering, otherwise the back wheels will continue the movement and develop the opposite skid. Don't wait until the car is straight before straightening the front wheels. Moreover, on a skiddy surface keep exceedingly light control of the steering wheel. A heavy hand is conducive to skidding. When descending or ascending a hill with a sharp camber, it is good practice to keep in the ruts provided they are not too deep. If they are axle deep keep out of them at all costs. If they are not unduly deep, they are the best means of keeping you out of trouble. Just keep light control of the steering, letting the car follow the zig-zag ruts and you will have no trouble.

When stuck in mire do not "row" the engine hard. Let the power take quietly and evenly and there will be less tendency for the driving wheels to dig in.

MOTOR PROSECUTIONS

For the first time the Legal Department of the R.A.C. in Great Britain recently compiled an analysis of the various offences under the Motor Car Acts for which members and associate-members of the club were summoned during a complete year, and which were dealt with under the Club's Free Legal Defence Scheme. The actual number of cases dealt with runs into many thousands, and occurred in every part of the country.

The analysis, therefore, may be taken as a fair indication of the type of offence for which car drivers and motor-cyclists are most commonly summoned:—
 Dangerous driving, 24.3 per cent.; speed limit 23.83 per cent.; obstruction, 15.4 per cent.; lights, 14.62 per cent.; silence, 5.22 per cent.; driving licences, 5.04 per cent.; c r licences, 3.84 per cent.; parking regulations, 3.50 per cent.; defective brakes, 1.50 per cent.; obscured number plates, 0.83 per cent.; failing to give warning of approach, 0.46 per cent.; failing to take proper precautions against the car being started in the absence of the driver, 0.17 per cent.; not having proper control, 0.12 per cent.; emitting smoke in royal parks, 0.40 per cent.; obstructing police officer in the execution of his duty, 0.140 per cent.

U.S. MOTOR TRADE

Dismal Prospect for Most Companies

Whatever may be true of the outlook for various American industries, that of the motor-car companies is undeniably bad (writes the American editor of the Financial News in mail week). With the possible exception of Ford, in whose prosperity the investor has little or no share, there is not a single enterprise whose outlook is cheerful enough to warrant a feeling of optimism towards its securities.

The demand for American motor-cars, both at home and abroad, has been on the down-grade since last April. Dealers have large supplies of cars on hand which they are unable to move, the used car problem is more disturbing than ever, and the public has developed an almost complete indisposition to buy new cars. To add to the troubles of the other manufacturers, Ford has made a big cut in prices in an endeavour to move a large accumulation of the present model to make way for new designs which will appear on the market after the expected four weeks' shutdown of the Ford plants.

Ford Company Active

Ford seems to be responsible for upsetting the applicant in the motor industry, and it is likely that the present troubles, although not so aggravated a form, would have developed even if there had been no crash of security prices on the share exchanges. Car registrations in the United States for the first eight months of this year, according to the Standard Statistics Co., amounted to 2,964,758 units, a gain of 34.2 per cent. as compared with 1928. But Ford cars accounted for almost exactly the extent of this expansion, the registration of other cars only increasing two-tenths of 1 per cent.

Car production is dropping rapidly, particularly in the high-priced models. Bearing in mind the fact that production is now much below September, and will grow less as the year closes, the following figures of production by months are illuminating:—
 April .. 503,200
 May .. 535,600
 June .. 506,800
 July .. 517,800
 August .. 512,600
 September .. 429,100

Export Demand Off

American manufacturers appear to have greatly overestimated the probable demand for their cars in overseas markets. In the first four months of the year very large export shipments were made, but many of these cars remain in the hands of agents and dealers. It is widely reported in London at the moment that scarcely any reasonable offer for a new American car is refused, regardless of what may be the supposed selling price. Since April American car exports have been below the 1928 figures in every month. There seems to have been a total absence of any realisation of the extent to which conditions in the United States have hampered the buying power of other countries during most of this year. It is estimated that stocks of American cars in dealers' hands and warehouses abroad is enough to care for any probable demand without further shipments for at least four months.

As competition increases and profit margins within the industry keep shrinking the Ford company becomes a more and more important factor. The trend of buying in the United States and Canada is all in favour of the small and cheap car, which has been so greatly improved in appointments, comfort and appearance that it can challenge cars selling for double the price. During the first seven months of this year only 4.8 per cent. of all cars manufactured had a wholesale value of more than \$1,250, whereas last year the costlier cars amounted to 7.3 per cent. Cars wholesaling for \$750 or less make up 82.2 per cent. of all sales so far this year, compared with 72.4 per cent. last year.

Lower Prices Coming

The outlook is for marked price reductions all along the line, but for many companies the profit margin per car is already very small, and only exists at all on the basis of full production. With the for some large companies will not be a pleasant. An added difficulty is that dealers are not finding it possible to get rid of used cars taken in exchange for new ones, and hence many prospective buyers of new cars, who wish to trade in their old one, are not willing to accept the small offer made for it, and are deciding to keep the older model for another year.

So far as the shares of motor-car companies are concerned, General Motors appears to be in the most favourable position, although even here the prospect of any rapid accretion in value is very poor. This company accounted for 40 per cent. of all American and Canadian

TRIP IN PERSIA

Studebaker Director's 3,000 Miles

Praise for the championship performance of a Studebaker Director under extreme conditions has just been received from an owner in Persia, according to Arvid L. Frank, sales manager of the Studebaker Pierce-Arrow Export Corporation.

The trip, described by Arthur Upham Pope, American business man, started in Egypt, traversed the Syrian and Mesopotamian deserts and ended in Teheran, Persia, a distance of over 3,000 miles. The journey, undertaken as a business trip, was made in a Director Six. The report by Mr. Pope was penned following the party's safe arrival in Teheran.

"After the most furious going, the car looks and drives like new," Mr. Pope declared. "It has gone through snow and sand; in rough valleys below sea level and over still rougher mountains nearly 10,000 feet above. It has travelled over good roads, poor roads, desert trails and parts of wilderness without even tracks."

"From Jerusalem, Palestine to Teheran, Persia, with detours of several hundred miles, in six days without change of drivers, would be a tax on any car, but our gallant Studebaker pulled through without trouble, even though cruelly overladen and at all times pressed at a cruel pace."

Twisting Trails

"The trip from Damascus to Ruthbah Wells, 269 miles, was accomplished in 7 hours 45 minutes, but times and distances in the Syrian desert bear almost no relation to times and distances elsewhere. Long stretches of sharp, loose stones, twisting trails in dry river beds, deep holes concealed by dust, ruts and ridges, terrific dust clouds, uncertain tracks—all these things make fast travel difficult. That our car reached the Ruthbah Wells from three to four hours before any of the other twenty cars which left at the same time shows the mettle of the Studebaker."

"Everywhere we went," Mr. Pope concludes his letter, "we made better time in our Studebaker than experienced drivers in the region had thought possible. Never once have we been stopped because of any failure of the car with the exception of two halts on a terrific grade due to a tendency to heating. On both occasions it was a very hot day and we were dogged by a following wind which rendered the fan practically useless. After we got rid of our excess baggage of over 500 pounds, the car negotiated every hill like a breeze."

"The Director was not secured for a pleasure trip but for serious business where time counted and dependability was essential. I had expected the Studebaker would fully meet our requirements and that is why I bought it, but I had no conception that it would have such reserve of capacity and stamina."

production in 1928, but the resumption of Ford production has cut heavily into the sales of its Chevrolet division. Nevertheless, it is one of the most superbly managed enterprises in the world and has numerous profitable subsidiaries.

General Motors Yield

It owns Frigidaire, a successful refrigerator enterprise has acquired a 25 per cent. interest in Bendix Aviation and a 40 per cent. interest in Fokker Aviation, controls the Allison Engineering Co., and is preparing, jointly with the Radio Corporation of America, to enter the radio business on a vast scale and to market the apparatus through its worldwide selling organization. General Motors shares are now paying at the rate \$3.30 a year. Earnings this year are expected to be around \$5.50 per share, compared with \$5.37 in 1928, but for 1930 the earnings prospect is extremely clouded, as with all other motor-car shares. On its recent price of 38 the shares currently yield about 8.7 per cent.

Among other shares, Auburn Automobile Co. is comparatively well entrenched, and is introducing a front-wheel-drive car which is sold out well ahead. Chrysler shares at 32 are cheap on the basis of past performance but while the outlook is for a smaller decline in profits than in the case of most motor companies, there will certainly be a drop of consequence. Studebaker is paying nearly 12 per cent. on its current price, and is considered by many to be an attractive speculation. Hudson Motor Car Co. and Nash Motors shares are both yielding more than 10 per cent. Apart from the shares mentioned in this article, there do not appear to be any American motor securities which offer as attractive opportunities for investment as may be found in other fields.

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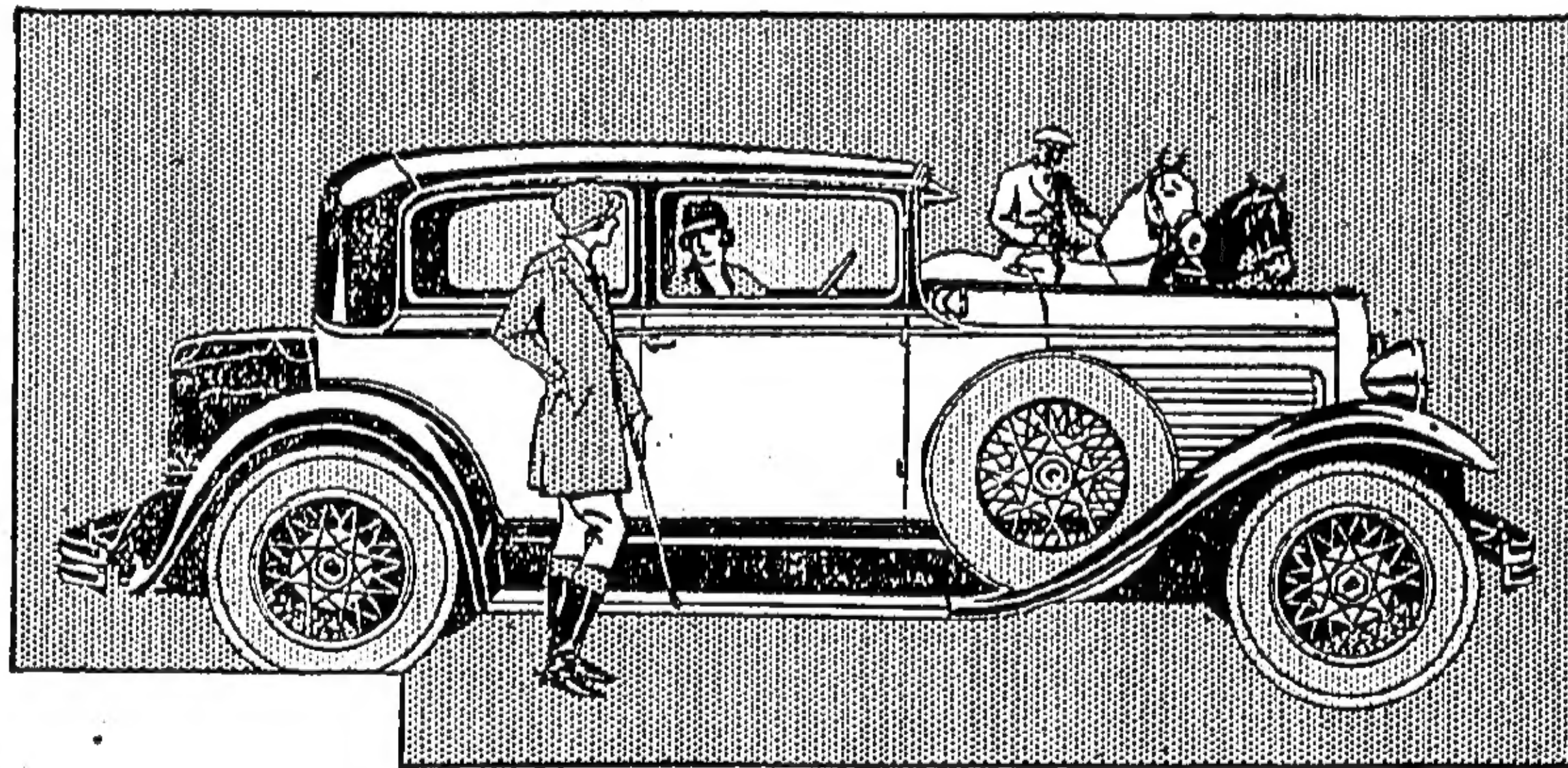
Let Us Tell You About This Scientifically Designed BALLOON TYRE

There are scientific reasons for every angle, rib and groove of the Firestone Balloon Tread. Safety notches and non-skid studs; mileage ribs for long wear; grooves and channels for uniform flexing, ensuring true low-pressure riding comfort. To provide extra strength and endurance to withstand the terrific flexing of this scientifically designed Balloon Tyre Tread Firestone dips the cords of the carcass in a rubber solution saturating and insulating every fibre of every cord with rubber. We will save you money by fitting your car with these better tyres.

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MARMON-ROOSEVELT



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NAVAL NEEDS

Outline of British Policy

KEEP SEAS OPEN

Rugby, Friday.
The policy of the British Government at the Naval Conference is set forth in an important memorandum which is being laid in the House Commons, a summary of which was issued this afternoon.

In it the belief is expressed that the Conference ought not only to reduce existing fleets and building programmes, but also to end Naval competition, thus marking an important step toward the firm establishment of peace.

British policy, it is pointed out, is to keep the seas open for trade and communication and, in relation to the political state of the world to take what steps are necessary to secure this.

Capital Ships

The Government proposes that the number of capital ships for each signatory fixed by the Washington Treaty should be reached within eighteen months of the ratification of the treaty resulting from this conference, instead of by 1935.

It proposes that no replacement of existing ships should take place before the next conference in 1935 and that, in the meantime, the whole question of capital ships should be the subject of negotiation between the Powers concerned.

The Government will press for a reduction without disturbing the Washington equilibrium. Its experts favour a reduction in size from 35,000 tons to 25,000 tons, and of guns from 16 inches to 12 inches. They also favour the lengthening of the age from 20 to 25 years.

The Government hopes that there will be an exchange of views on this subject during the conference.

Indeed, it would wish to see an agreement by which battleships will in due time disappear, as it considers them, a very doubtful proposition in view of their size and cost and of the development of efficiency of air and submarine attack.

Aircraft Carriers

The Government would further limit the tonnage and the gun calibre of aircraft carriers, and suggests that ships of 10,000 tons and under should be included in the total tonnage of this category if used as aircraft carriers.

It proposes the reduction of the total aircraft tonnage for the British and United States Navies from 135,000 tons and an adjustment of the Treaty to, say, 100,000 tons.

It further proposes that the maximum size of aircraft carriers should be reduced to 25,000 tons, and that their age be 25 years instead of 20.

Empire and Cruisers

Regarding cruisers, the memorandum recalls that it was assumed during the recent British-American conversations that they should be grouped in one category which, in turn, should be subdivided into cruisers carrying 8-inch guns and cruisers carrying 6-inch guns and under.

The British Government proposes that the existing tonnage limit of 8-inch cruisers should remain at 10,000 tons, and that there should be a tonnage limit for smaller vessels at about 6,000 or 7,000 tons.

Limit for Destroyers

In regard to destroyers, the Government proposes that the limit assigned should be for leaders 1,850 tons, and for destroyers 1,500 tons, with 3-inch guns maximum for both classes.

Submarines to Go?

The Government proposes the abolition of submarine. Its experts feel that the argument that the submarine is an arm solely of defence, was destroyed by the experience of the late War, and that in war conditions it is an arm of attack. If abolition cannot be agreed upon the British Government will put forward proposals limiting submarines rigidly to defence requirements.

In any case, it will press for the limitation of the submarine to lowest possible limit, and it proposes to urge the revival of the agreement signed at Washington in 1922, but not ratified by all signatory Powers, which would regulate the use of submarines against merchant ships.

In regard to auxiliary vessels not strictly entered into the fleet strength the Government proposes that they should be specified, and that each Government should publish yearly lists of vessels of this class in connection as laid down.—British Wireless Service.

WOMEN IN INDIA

Lecture By Prof. D. K. Karve

There was a good gathering in the Hall of the Hindu Merchants' Club, China Building, last evening to hear an absorbingly interesting lecture on "The Education of Women in India," given by Professor D. K. Karve, founder and organiser of the Shreemati Nalini Damodhar Thackersey, Indian Women's University, Poona.

Mr. G. P. Daswani, President of the Club, in introducing the lecturer, said:—

Ladies and Gentlemen: I thank you very much for your presence here to-night. It is my great pleasure and privilege to introduce to you that venerable leader of education, Professor D. K. Karve. I do not think you will need any further words from me about him, other than what you have already read in the local newspapers.

In short, I should like to say what he has done towards the noble cause of feminine India, and especially that of the oppressed widows of that country. It is due to the great efforts of Professor Karve and a few others like him that India is being relieved from social evils, and also the lack of education, not only amongst women—upon which subject he will speak to-night—but amongst the boys of the country as well.

I will not take up any more of your time, but will now call upon Professor Karve to entertain you with his lecture. (Applause.)

Professor Karve, in his lecture said that the question of education of women was a very vital one indeed for India and he thought that this was not being realised by the people and the Government.

First College

Women's education, Professor Karve continued, had been neglected. Some 70 years ago an establishment was founded, but only for the elementary stage and for another 20 years education remained neglected.

The first college came into existence in Bengal. Later, the Government gave Poona a high school for girls, with help from missionaries which, however, was not taken advantage of.

Later, "the mother tongue of the students became the medium for instruction" and, the Professor emphasised, that is essential in the education of women in India to the present day.

Parents' Views

Of course, the lecturer said, the English language is very much harder than any of the many Indian languages and this made it difficult. For men it was a great obstacle; but to make a career worthy of one's entrance into world life, men must go and learn the language of its intercourse in order to study for a career at the university.

Parents had come to the realisation that education is a means towards an end—the earning of a living. On the other hand, some parents were unwilling to spend money for their girls' education, but would spend plenty for their sons' education.

Inspiration From Japan

Thirty years ago, the Gurukul Academy of Hardwar began, and did its teaching through Hindu-standards; to the present day all their teaching is conducted by that method, which has proved most successful.

Professor Karve also spoke of how, through inspiration from the Japanese Women's University, he was moved to form—in spite of obstacles and having to beg for money—the fine Women's University (at Poona) that stands so high in the education of women in India.

A Hindu Dream

The speaker concluded by saying that he hoped to see with his physical eye the development of the dream which he was confident will come true—as all Hindus believe in dreams. His dream was:—

That India should have a university for each of twelve different Indian languages; for India is not too large a land that she cannot attain it.

At the close, Mr. M. P. Talati, on behalf of those present, expressed his gratitude to Professor Karve and wished him all happiness and prosperity on his way back to India to push forward his inspired work. Mr. G. P. Daswani, and Mr. V. Shewaram, President of the Hindu Merchants' Association, were with the lecturer on the platform.

THE HIGH STEPPERS

Excellent Performance at R.N. Theatre

RETURN VISIT LATER

A farewell performance by the High Steppers supported by the Field Sisters was given at the Royal Naval Canteen Theatre last night. There was a good attendance.

The programme opened with a song and dance by the entire company, after which Sid Clarke gave several popular numbers on his violin, and caused much merriment by his imitations of animals and birds. The Field Sisters gave a song "You were meant for me" which was greatly applauded.

Singing by Mahomet, Cassini was greatly appreciated, and he was recalled time after time by a delighted audience. Bert Ben again proved his worth as a juggler and comedian. It is probably in the latter role he is at his best, although his feats with hat, stick, balls and billiard cues are wonderful.

Alice Bennis gave a popular display of tap dancing, and displayed excellent talent in two small sketches that caused great amusement. After the interval the Field Sisters gave a display of toe dancing in a pretty setting and Sid Clarke again gave selections on his violin, playing with a match and a playing card, and other novel methods. Several other excellent numbers were given before the finale.

On Saturday next the High Steppers will appear at the Canton Club, Shamene, and a return visit to the Colony is anticipated at a later date with a complete change of programme. This clever and celebrated troupe is well worth a visit, and should not be missed.

NATIONAL BONDS

Kwangtung's Share of First Lot

Canton, Yesterday.

The first assignment amounting to Hong Kong \$45,298.56, of the National Relief bonds, of which Kwangtung's share is over \$400,000, was handed over by Mr. Sun Fo to the River Conservancy Board. It has been decided that the sum of \$100,000 will be given to the Leprosy Asylum, another \$100,000 to the River Conservancy Board and the remainder is to be utilised for other works as called upon from time to time.

General Chiang Kwong-nei

Owing to frequent illness, General Chiang Kwong-nei, Commander of the 61st Division, has again entered the Si Dart Hospital for recuperation. It is understood that his duties at the front will be temporarily taken over by his Chief of Staff and Commander of the 9th Brigade (Cheung Shui-tak), while the 7th Brigade will remain at Wuchow to maintain order there.

Unemployed

According to the report of the General Labour Association, the number of unemployed for this year is not so great as of 1929, the total being a little over a thousand, and about a hundred have not yet reported to the association.

Concerning the discharge of workmen, the Government regulations specify a bonus of a month's wages in addition to a sum of \$8 for food allowance for each man.

The following list shows the number of specified trades officially reported for the year:—

Industry	No. of Men Unemployed (Approximate)
Vegetable	150
Fruit	40
Umbrella-making	1
Knitting	10

—Canton News Agency.

Reporting to the Liverpool Organisation after a two months' tour, Mr. Matthew Anderson says that the popular conception of Great Britain in America is that of "an impoverished, inefficient nation."

The advantage of enabling school-boys to travel about the country and see other conditions of life than their own were emphasised at the Homeland Meeting of the School Journey Association.

Merchants' Association, were with the lecturer on the platform.

It was later stated that the Professor will deliver a public lecture in Hong Kong on a similar topic. The lecture will be given within the next few days, and the exact date will be announced in the China Mail.

SHIP MASTER FINED

Broken Promise Costs \$15

Capt. F. C. Novik, master of the a.s. Wong Shek Kung, was summoned before Commr. G. F. Hole at the Marine Court yesterday morning with "unlawfully failing to deposit the register of the said ship at the Harbour Master's Office when entering his ship."

After reading the charge, his Worship decided to amend the wording, changing it to "unlawfully failing to deposit the register of the said ship within 24 hours of her arrival."

Capt. Novik admitted the offence. He said the Wong Shek Kung arrived in port on Monday, February 3. He registered her arrival on the same day but forgot to take the ship's register along with him. He informed the clearance clerk of his mistake and promised to hand it over the next day. This was agreed to by the clearance clerk.

Mr. R. A. Bates, a clerk in the Clearance Office, told his Worship that when defendant "entered" his ship, witness asked for the ship's register but was informed that the defendant had forgotten to take it along. Capt. Novik promised to take it to the Harbour Office the next morning, added witness.

Saying that there had been a lot of trouble over that register, his Worship imposed a fine of \$15.



Syd Clarke, the dancing violinist of the "High Steppers" company of popular entertainers.

TRADE CONDITIONS

Business in Wolfram and Bismuth

Canton, Friday.

Shokwan, a village in Nanhai District, well-known for pottery wares, used to do a large trade in its products, which two years ago, amounted to over 3 million dollars. The trade for the last year was, however, curtailed owing to the high price of fuel, and the small demand for the construction of temples and ancestral halls. It is said that over thirty out of the eighty kilns had closed down.

The recent buying of wolfram and bismuth ores by foreigners at high prices has greatly increased the export of these metals. The export for the second half of January was 4,877 piculs of wolfram and 68 piculs of bismuth.

Flower and Fish Lamps
From observations along the congested thoroughfares, the trade in paper lamps of flower and fish shape is not doing so badly. These lamps which are decorations for the spring and also delightful toys for the children, have been displayed for sale along the different markets and sold at a handsome profit to the makers.

Salt Revenue
The salt revenue for Kwangtung for four months is as follows:—

September	\$1,057,213.84
October	1,150,405.58
November	1,179,859.46
December	1,410,000.00

Beginning from January, 1930, the salt revenue will be collected by the District Salt Inspectorate.

CANTON TO HANKOW

Scheme for Completion of Railway

BOXER INDEMNITY FUNDS

Canton, Yesterday.
It was the original proposal of Mr. Sun Fo (Minister of Railways) to make use of the Boxer Indemnity and the surplus Customs revenue to carry out the first period of the railway construction programme, which group includes the three trunk lines of Changshik, Yuet-Han and Lung-hai. A subsequent decision by the National Government was to set aside two-thirds of the Boxer Indemnity for the completion of the Yuet-Han (Canton-Hankow) and the Lung-Hai lines, the British share of the indemnity to be appropriate to the Yuet-Han and the Russian indemnity to the Lung-Hai.

Kwangtung's Share
Acting now under instructions of the Railway Ministry, Mr. Chan Pak-chong, Chief Director of the Yuet-Han Railway Completion Committee, came down to Canton to inspect the line with the object of completing the Shikwan-Lokshung section in the shortest time. He has discussed the question with the Chairman, General Chan Ming-shu, on several occasions and intends to report to General Chan Chai-long on the plan for the completion of the line.

According to Mr. Chan, the British share of the Boxer Indemnity available is over \$100,000,000, which matter is now the subject of negotiation, and it is hoped that effect will soon be given to the understanding reached in 1925 regarding the return of the British share of the Boxer Indemnity.

The Railways Ministry has tried other means to raise the necessary funds for the project and has been successful in obtaining \$2,500,000. Tenders will be accepted as soon as the Yuet-Han office has prepared the necessary plans as \$400,000 has been set aside for monthly construction.—Canton News Agency.

LETTERS & RADIO

Addresses Which Cannot Be Traced

A General Post Office notification gives the following unclaimed correspondence, etc., waiting at the Post Office, and also unclaimed radio telegrams at the Radio Telegraph Office, Government Building:—

Poste Restante Correspondence

Mrs. A. M. Austin; W. Billis; G. G. Borinewitch; Master and Miss Boyd; W. Bartling, A. Boyriven; Mrs. Irene Carroll; Mrs. F. Cohen; A. C. Davis; N. Ermakoff; Miss V. Forbes; G. Fricker; J. Goyas; Mrs. L. Hicks; R. Hodgkin; E. Humphreys; R. L. Jones; Mrs. M. A. Jacob; M. J. Joseph; L. Lillierap; Mrs. J. Livanova; Capt. T. Lowery; Lancaster & Co.; Manager, "KAFKA Spectra"; Mrs. R. H. Moore; Jeanne Monzet; Mr. and Mrs. L. B. Munnell; D. Maclean (Associated Oil Co.); W. McKenzie, Mrs. S. Newell, c/o J. Watkins; R. Nairn, s.a. Zurichneer; Rev. A. H. Page; R. C. de Prigree; Mrs. V. Reeder; Mrs. J. F. Reed; Mrs. E. L. Rees; Miss V. Ridor; R. T. Sexton; W. S. Sherry; A. Songco; Smith Son & Co.; James Simpson; Mrs. V. Steensby; M. Sing; s.a. Tai Tin (Captain); F. W. Williams.

Unpaid Correspondence

Mrs. Golden Brown, c/o H.K. Hotel; F. H. Colvin, c/o H.K. Hotel; R. J. Callen, c/o American Consulate; A. H. Clark, c/o H.K. Hotel; H. N. Ferrers, Barrister-at-Law; Mrs. I. H. Garlington, c/o American Consulate; Lung Kum; Harry Meyers; Dr. C. A. Prosser, c/o U.S.S. Jackson; A. Singer; W. K. Smith, c/o H.K. Hotel; Mrs. F. C. Stewart; E. A. Yates, c/o H.K. Hotel.

Registered Articles

Raphael Lobez; R. Nairn, s.a. Zurichneer; S. Potouloff; Mrs. M. Ruchwald; Wong Ching-wai.

List of Unclaimed Radio

From Hong Tai, Wing Lock Street, Medan.

Principal
Lau Taang, Hotel Savoy, Cholon.
Wing Kee, Queen's Road, Pres. Adams.

Siang Tek
Yim Hon-nam, care of Man Shing-shue, Tarakan.

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Worms Gerachine, Halphong.

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FOREIGN AFFAIRS

Dr. Wang's Statement on Situation

Nanking, Yesterday.

Interviewed this morning, Dr. C. T. Wang, the Foreign Minister, made the following statement:—
1. The Sino-British talk is in progress. As instructions from London have not been received, no decision has yet been reached concerning the Boxer Indemnity and the Wei-hai-wei issue. Sir Miles Lampson has already cabled to the British Foreign Minister who is, however, busy with the Naval Conference.

2. The Polish Government desires elucidation regarding several points in the Sino-Polish Agreement and the Polish delegate, M. Weydenthal, is now having daily conferences with the Ministry.

3. The Czechoslovakian delegate, M. Hinzdo, arrived this morning. The Sino-Czechoslovakian Treaty has been already initiated, and formal signatures will follow when Mr. Hinzdo receives instructions from his Government.

4. The Sino-Russian question is still under careful consideration by the Government.

Mission to Russia
The Central Government is said to be still of the opinion to despatch Mr. Mo Teh-huei as China's delegate to the Sino-Russian formal negotiation. Should Mr. Mo tender his resignation, Dr. Alfred Sze or Mr. Wang Yung-pao would be appointed in his place.

Another report, however, indicates that Mr. Mo Teh-huei is willing to take up the mission to Russia and has chosen 50 subordinates as his followers, most of them being members of the staff of the C.E.R.—Canton News Agency.

China's Emigrants
Canton, Yesterday.

The Chinese Emigrants Mutual Assistance Association, which has been organised by the Overseas Kuomintang members, has now branch offices in many places, as Saigon, Amoy and Swatow. It is stated that its sole aim is to obtain the material assistance of the Chinese emigrants for the reconstruction of China. The association is registered with the Central Kuomintang office. The local office is temporarily quartered at the South Seas Emigrant Industrial Club.—Canton News Agency.

MILITARY SCIENCE

Chinese Students to Sit for Examination

Canton, Friday.

In view of the fact that there is already a high grade class in the Central Military Academy in Nanking, the establishment of such a class in the Whampoa Cadet School may be dispensed with. Hence Mr. Lam Chen-hung, Educational Director of the school, has specially permitted students to take examination at Nanking for the further studies of military science. Seventy students have already registered their names for the examination, and a sum of \$40.00 is to be given to each of them for travelling expenses.—Canton News Agency.

CHIANG KAI-SHEK

Situation in Szechuen

Shanghai, Yesterday.

After the military conference at Chungking, the conflicting views of the Szechuen Generals appear to have been blended through the mediation of General Liu Wen-hui, Chairman of the province, and consequently the situation has become normal again.

Command of the Yangtze
General Yang Kti has been appointed Commander of the Yangtze River by President Chiang Kai-shek.

Warrant of Arrest
Peking, Yesterday.

A reply from the Secretariat Department to the National Party organisation at Peking states that the warrants for the arrest of Dr. Wellington Koo and Mr. Liang Shih-yi are still in existence.—Canton News Agency.

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